

Notice of a public

Decision Session - Executive Member for Transport and Planning

To: Councillor Dew (Executive Member)

Date: Thursday, 13 September 2018

Time: 2.00 pm

Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00pm** on **Monday 17 September 2018**.

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Tuesday 11 September 2018**.

1. **Declarations of Interest**

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he may have in respect of business on this agenda.

2. **Minutes**

(Pages 1 - 8)

To approve and sign the minutes of the decision session held on 16 August 2018.

3. Public Participation

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm** on **Wednesday 12 September 2018**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

To register to speak please contact the Democracy Officers for the meeting, on the details at the foot of the agenda.

Filming, Recording or Webcasting Meetings

Please note that, subject to available resources, this meeting will be filmed and webcast, or recorded, including any registered public speakers who have given their permission. The broadcast can be viewed at <http://www.york.gov.uk/webcasts> or, if recorded, this will be uploaded onto the Council's website following the meeting.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officers (contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at

https://www.york.gov.uk/downloads/file/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809

4. Thoresby Road – Speed Management Scheme (Pages 9 - 18)

This report presents options to address concerns about the speed of vehicles on Thoresby Road.

5. York Outer Ring Road Improvements - Proposed A1237 Monks Cross Junction Upgrade - Report on Public Engagement (Pages 19 - 72)

This report updates the Executive Member on the preliminary design and public engagement processes in relation to the proposed upgrade of the A1237/Monks Cross Link junction (the "Monks Cross junction") and seeks his approval to proceed with the detailed design and construction stages of the scheme.

6. Advertising Boards ("A" Boards) on the Public Highway (Pages 73 - 96)

This report provides an update on the policy which was introduced in February 2017 which prohibits the placement of advertising boards and similar materials on the public highway within the Business Improvement District (BID) boundary of the city centre.

7. Hempland Avenue - Speed Management Scheme (Pages 97 - 108)

This report presents options to address concerns about the speed of vehicles on Hempland Avenue.

8. Public Rights of Way - Proposed improvements to the rights of way network in vicinity of Knapton (Pages 109 - 136)

The Executive Member is asked to consider a report that proposes improvements to the rights of way network in the vicinity of Knapton.

9. Micklegate - Changes to Traffic Regulation Order (Pages 137 - 152)

The report asks the Executive Member to consider options for closing Micklegate Bar to Motor Vehicles.

10. Urgent Business

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officers:

Catherine Clarke and Louise Cook (job share)

Contact details:

- Telephone – (01904) 551031
- Email catherine.clarke@york.gov.uk and louise.cook@york.gov.uk
(If contacting by email, please send to both Democracy Officers named above).

For more information about any of the following please contact the Democratic Services Officers responsible for servicing this meeting:

- Registering to speak;
- Business of the meeting;
- Any special arrangements;
- Copies of reports and;
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 **(01904) 551550**

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	16 August 2018
Present	Councillor Dew

16. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He confirmed he had none.

17. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport and Planning held on 12 July 2018 be approved and signed by the Executive Member as a correct record.

18. Public Participation

It was reported that there had been four registrations to speak at the meeting under the Council's Public Participation Scheme.

Three residents spoke in relation to agenda item 5 (Consideration of Two Residents' Parking Petitions) with regard to the petition calling for the introduction of residents parking on Main, First and Second Avenue in Heworth.

Gareth Simpson, a local resident, spoke in objection to the introduction of residents parking on Second Avenue. He stated that there were sufficient places to park on both Second and Main Avenue and there was a clear consensus from residents against residents parking. He expressed the view that if it was introduced, people would have to look for parking places on neighbouring streets making traffic busier around the primary school, it could also lead to problems for people, especially the

elderly, accessing Heworth's local amenities if there was nowhere to park.

Amy Reynolds, another local resident, also spoke in objection to the introduction of residents parking on Second Avenue . She pointed out that the petition represented the views of only a small minority of households and questioned whether all residents had been aware of the petition. She also expressed concern that restricting parking could threaten the thriving community of independent cafes, shops, post office and amenities in Heworth Village.

Kerry Gregory, a local resident read out a statement on behalf of the lead petitioner explaining their reasons for putting the petition forward. It stated that, as commuter parking increased, residents found it increasing difficult to park near their homes and sometimes had to park on neighbouring streets; this caused problems especially for older residents. It raised concerns that cars were sometimes parked for a number of days without being removed and expressed the view that there was a need for a more coordinated residents parking scheme.

Brian Bartle, of Bartles Ltd Chartered Surveyors, addressed the Executive Member in relation to agenda item 8 (Submission of Definitive Map Modification Order). He spoke on behalf of local objectors of the proposed change of Grange Lane to Rufforth Airfield from footpath to restricted byway. He stated that there was no unequivocal evidence of the route in the past, plans had never been found, there was no evidence of users and the routes highlighted were under two different names with different widths, the route did not connect highways and there was no benefit to changing the status of this route.

19. EPetition: Approve More Houses for Lower Income Residents in York

The Executive Member considered a report which outlined the proposed approach to an EPetition entitled 'Approve more houses for lower income residents in York' which was submitted by a local resident on 12 April 2018. The petition called for the council to adjust planning rules to restrict the amounts of luxury flats and student accommodation in the city and focus more on housing mix for affordable housing and family homes.

The Development Officer drew the Executive Member's attention to the written representation which had also been submitted by the petitioner stating that while he was pleased with some of the steps the council was taking, he outlined his continued concerns about housing mix and proposed that the council implement a local scheme to promote local needs first in terms of affordable housing.

She advised that officers recognised that issues raised in petition had close links to Local Plan which had been submitted for independent examination and its contents and evidence base were being considered. She explained that, in line with national policy, the local plan sought to provide sufficient homes to meet the city's needs both in quantum and the types and mix of properties that were to be delivered. The issue had been considered in detail through the evidence base underpinning the plan and in the strategic housing needs assessment and that suggested that there was a continued need for both family housing and affordable homes as well as mix and range of properties.

The Executive Member acknowledged that issues raised in the petition were ones that were being dealt with through the local plan examination and the inspectors would be considering relevant policies to this petition, its evidence base and any consultation comments previously raised in relation to housing need, affordable housing and types and mix of properties. He noted that if the inspector made any changes to the policies, the council would then undertake consultation on those changes so there would also be further opportunity for members of public to comment.

Resolved: That the petition be noted.

Reason: It is considered that the policy position in the emerging Local plan, which is based on a sound evidence base, will guide development and inform the consideration and determination of planning applications.

20. Consideration of Two Residents Parking Petitions: Main, First & Second Avenues and Balmoral Terrace

The Executive Member considered a report which acknowledged receipt of two petitions and proposed appropriate action in each case. The first petition called for the council to consider establishing a suitable residents only scheme parking

in Main, First and Second Avenue, Heworth and the second petition asked the Council to list Balmoral Terrace for consultation about becoming a priority residents parking zone.

The Council's Traffic Team Leader drew the Executive Member's attention to the list of written representations received which included comments received from local residents in objection to the petition relating to Main, First and Second Avenues. He explained the process for dealing with petitions requesting residents only parking schemes..

Officers confirmed that the reference to the Danesmead Close item in paragraph 3 of the report was an error and not part of the recommendation.

The Executive Member acknowledged the comments included in the written representations and those made by the three speakers under public participation. He agreed that both areas (Main, First & Second Avenues and Balmoral Terrace) should be added to the residents parking waiting list so that an investigation and full consultation could be carried out with local residents about options for any future scheme.

Resolved

- (i) That with regard to the petition relating to Main, First and Second Avenues, option 2 be approved and the streets be added to the residents parking waiting list and an investigation and consultation about any future scheme be carried out when they reach the top of the list.

Reason: Because this will respond to residents' concerns in the order they are raised and can be progressed depending on funding available each year.

- (ii) That with regard to the petition relating to Balmoral Terrace, option 4 be approved and the area be added to the residents parking waiting list and an investigation and consultation about any future scheme be carried out when it reaches the top of the list.

Reason: Because this will respond to residents' concerns in the order they are raised and can be progressed depending on funding available each year.

21. Strensall to Haxby - Danger Reduction Scheme

The Executive Member considered a report which provided an update with regard to the investigation into reducing the speed limit and introducing traffic calming on the rural roads between Haxby and Strensall, following receipt of a petition. It also included the results of a consultation exercise with local ward and parish councillors with regard to the proposed scheme.

The Acting Transport Projects Manager updated the Executive Member and advised that the investigations and consultation showed that there were no problems with the road layout, no accident problem and the speed limit was complied with, however there was a perceived danger for some more vulnerable road users. The Executive Member noted that concern had been expressed about increasing the amount of street clutter therefore a reduced set of measures was recommended with supplementary information to be provided on warning signs referring people to vulnerable road users as well as refreshed road markings.

Resolved: That option 2 be approved and a reduced set of measures, as set out in Annex C to the report, be introduced taking into account the comments from consultees.

Reason: To highlight the presence of vulnerable road users and reduce the level of perceived danger for local residents and other road users.

22. Consideration of results from the consultation in Sussex Road and immediate area following a petition received requesting Residents' Priority Parking

The Executive Member considered a report which provided the results of consultation undertaken in May for Sussex Road, Sussex Close and the affected properties which have frontages/access onto the proposed area following receipt of a petition requesting residents priority parking.

The Council's Traffic Team Leader confirmed that the required 50% response rate had not been achieved for the consultation for the scheme to be taken forward and those responses

received showed that numbers for and against a scheme were very close. Therefore their recommendation was to take no further action for the reasons set out in the report.

The Executive Member acknowledged that all residents had had the opportunity to respond to the consultation but that the response rate had been below the 50% response rate required.

Resolved: That no further action be taken towards the implementation of Residents Priority parking on Sussex Road and immediate area and the consulted area be removed from the Residents Parking waiting list.

Reason: The required response rate has not been met along with the close percentage vote received for and against the scheme.

23. Submission of Definitive Map Modification Order "The Council of the City of York Public Footpath, Knapton No.4 (Grange Lane to Rufforth Airfield)" to the Secretary of State for Determining also requests that the Secretary of State change the Order Route from Footpath to Restricted Byway.

The Executive Member considered a report which advised him that a number of objections had been received to the above definitive map modification order on the grounds that Grange Lane was a public road and should properly be recorded on the definite map as a restricted byway rather than a footpath.

The Definitive Map Officer stated that there was sufficient evidence to show this route had previously been a road and that no steps had been taken to remove any existing rights from the old road.

The Executive Member acknowledged the comments made by Mr Bartle under public participation and also the comments submitted by another local resident as a written representation. He noted that a pack of evidence, including the views of Mr Bartle and the resident who had submitted a written representation, would be sent to the Secretary of State for consideration with the modification order.

Resolved: That approval be given to submit the order to the secretary of state asking that the order be modified to record the route as a restricted byway. All evidence and representations received by the council would be included when the order was submitted.

Reason: All the available evidence indicates that this route was a public road. Rights for mechanically propelled vehicles were removed by the NERC Act 2006. However, all other public rights for pedestrians, horse riders, cyclists, and horse and cart remain.

Cllr P Dew, Executive Member for Transport and Planning
[The meeting started at 2.00 pm and finished at 2.40 pm].

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**Decision Session – Executive Member for
Transport and Planning**

13 September 2018

Report of the Assistant Director Transport, Highways
and Environment

Thoresby Road - Speed Management Scheme**Summary**

1. This report presents options to address concerns about the speed of vehicles on Thoresby Road.

Recommendations

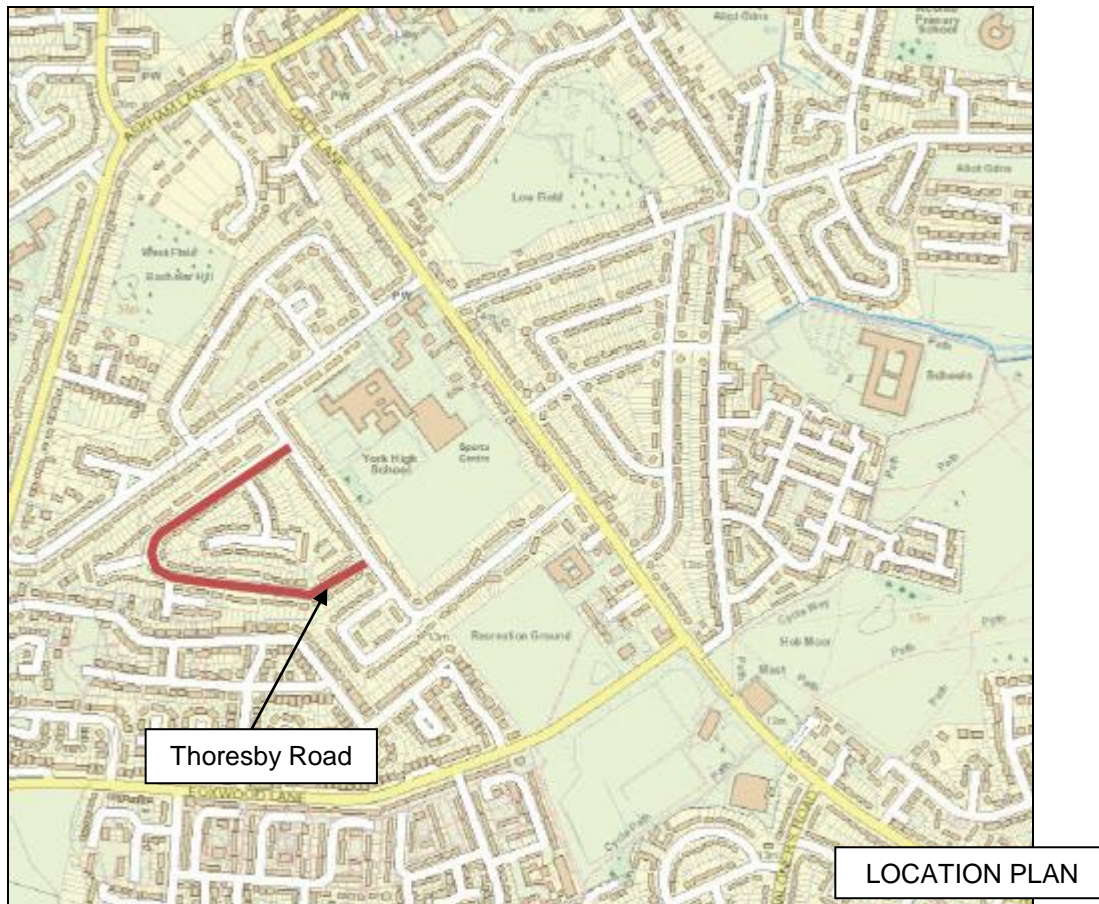
2. The Executive Member is asked to:
 - Approve option 3 - defer a decision pending the implementation of the parking scheme and refer site back to the Speed Management Partnership for consideration.

Reason: The parking scheme could have a direct impact on vehicle speeds along Thoresby Road, potentially leading to increased abuse of the limit and so should be concluded before the site is reviewed again to ensure any scheme to address the issue is warranted and can have the desired effect.

Background

3. The Council has previously determined that this location should be a 20mph road.
4. Thoresby Road was referred to the Transport Projects team for investigation via the Speed Management Partnership following a review of speed data. The speed limit on Thoresby Road is 20mph. The results of the speed survey show mean speeds of 21mph which is within expected tolerances for a 20mph speed limit and 85th percentile speeds of 25/26mph.

- Casualty accident records show there have been no injury accidents on Thoresby Road in the last 3 years.



- A scheme was developed as shown in **Annex A** and issued for consultation. This scheme comprises:
 - Installation of a '20' roundel markings at both junctions with St Stephens Road.
 - Installation of six '20' repeater signs to be located on both sides of three existing lighting columns to reinforce the existing signage.

Estimated cost - £2k

- During consultation a concern was raised about the potential impact of additional street clutter resulting from the proposal additional repeater signs.
- To address this concern alternative scheme options which do not include additional signing or markings associated with the 20 mph limit were

developed. The alternative scheme shown in **Annex B** was then developed and comprises:

- Installation of seven full width road humps.

Estimated cost - £41k

Ward Committee Parking Scheme

9. At the same time as option 2 was being developed a Ward Committee brief was received by the Transport Projects team to investigate the provision of a parking bay outside Nos 12-24. The ward reference is WE-17-25.
10. The parking bay scheme is to be funded through the Housing Estate Improvement Programme (HEIP) and there was an urgency to provide an estimate for a layby before any investigations were undertaken. Officers provided the estimate based on a layby of 38m length (6 spaces) between The Reeves and St Stephens Road.
11. As part of the response to the initial brief ward members were advised of the speed management scheme and that removing parking from on road would not be considered supportive in managing speeds along the road.
12. The Provisional estimate for the parking bay proposal has since been approved with further investigations and design now expected.

Consultation

13. Consultation was only undertaken for the option show in **Annex A**. Responses are recorded below with Officer responses as required.
14. Traffic Team Leader: Thoresby Road is not a through route so users will almost exclusively be residents who are likely to be already aware of the existing speed limit.
15. Officer Response: Agreed, the lining and signing scheme may have minimal impact, but could help to reduce speeds of visitors or delivery drivers who may not be aware of the speed limit with the existing signing regime.

Options

16. Option 1: Approve the signing scheme shown in **Annex A**
17. Option 2: Approve the traffic calming scheme shown in **Annex B** and allocate additional funding to progress the proposal.
18. Option 3: Defer a decision pending the implementation of the parking scheme and refer the site back to the Speed Management Partnership for further review.
19. If option 1 or 2 are approved they will need to proceed to consultation with local residents, ward members and other local interest groups. Any objections to be reported back to the Executive Member for Transport and Planning for a decision on implementation.

Analysis

20. The comments from the traffic team are considered to be a fair evaluation of the proposals outlined in option 1 and the scheme would increase the number of signs in the area raising concerns about street clutter. However, the cost is minimal and could be funded from the 2018/19 speed management budget. Whilst the impact on residents' speed may be minimal, it could serve to reinforce the existing restrictions and reduce speeds of drivers not familiar with the area.
21. Vertical traffic calming (option 2) is expensive and whilst it should reduce the 85th percentile speeds, the already low, mean speeds are unlikely to be affected. Therefore, officers do not consider option 2 to give value for money. This option is also not affordable from the 2018/19 budget allocations. If the Executive Member wishes to take forward the traffic calming option it would need a new funding allocation this year or would need to be delayed until funding is available. The introduction of vertical traffic calming measures is also likely to be unpopular with local residents and may attract objections.
22. Option 3 identifies that the parking scheme will have a direct impact on vehicle speeds along Thoresby Road and allows this to be prioritised above the speed management scheme. The investigation process and implementation of the scheme if approved could then be concluded before the site is reviewed again. This would ensure any speed management scheme suitably addresses the issues.

Council Plan

23. This section explains how the proposals relate to the Council's 3 key priorities, as set out in the Council's Plan 2015-19.

Key Priority - a council that listens to residents - to ensure it delivers the services they want and works in partnership with local communities.

24. The Speed Management Partnership is based solely on investigating complaints from residents, all options presented include consultation with local residents and their representatives to ensure their views are leading the decisions made. The recommended option also prioritises the community lead scheme to ensure the two work elements provide the best results.

Implications

25. The following implications have been considered:

- **Financial** – There are no financial implications, unless the Executive Member chooses to approve Option 2, which would exceed the budget available.
- **Human Resources (HR)** - There are no HR implications.
- **One Planet Council / Equalities** - There are no One Planet Council / equalities implications.
- **Legal** - There are no legal implications.
- **Crime and Disorder** - There are no crime and disorder implications.
- **Information Technology (IT)** - There are no IT implications.
- **Property** - There are no property implications.

Risk Management

26. In compliance with the Council's risk management strategy, the following risks associated with the recommendation in this report have been identified and described in the following points, and set out in the table below:

27. Authority reputation –This risk is in connection with the public perception of the Council as the recommended scheme doesn't progress the speed management scheme in 18/19 and is assessed at 8.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Unlikely	8

28. It is recognised that the recommendation in the report delays the implementation of any speed management scheme. However, it is considered more important to prioritise the ward scheme to ensure all the residents' needs are met and as the risk is minimal it is considered acceptable.

Contact Details

Author:

Ben Potter
Engineer
Transport Projects
Tel No. 01904 553496

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report Date 05.09.18
Approved

Wards Affected: Westfield

For further information please contact the author of the report

Annexes

Annex A – Option 1 – *signing and lining scheme*
Annex B – Option 2 - *traffic calming scheme*

List of Abbreviations Used in this Report

CYC – City of York Council
HEIP - Housing Estate Improvement Programme
SMP – Speed Management Partnership

Sign Detail



Sign Reference	300mm repeater
Height	300mm
Width	300mm
Area	0.07 m ²
Material	Class RA2 (12899-1:2007)
Mount Height	2300
* Area reduced for rounded corners.	

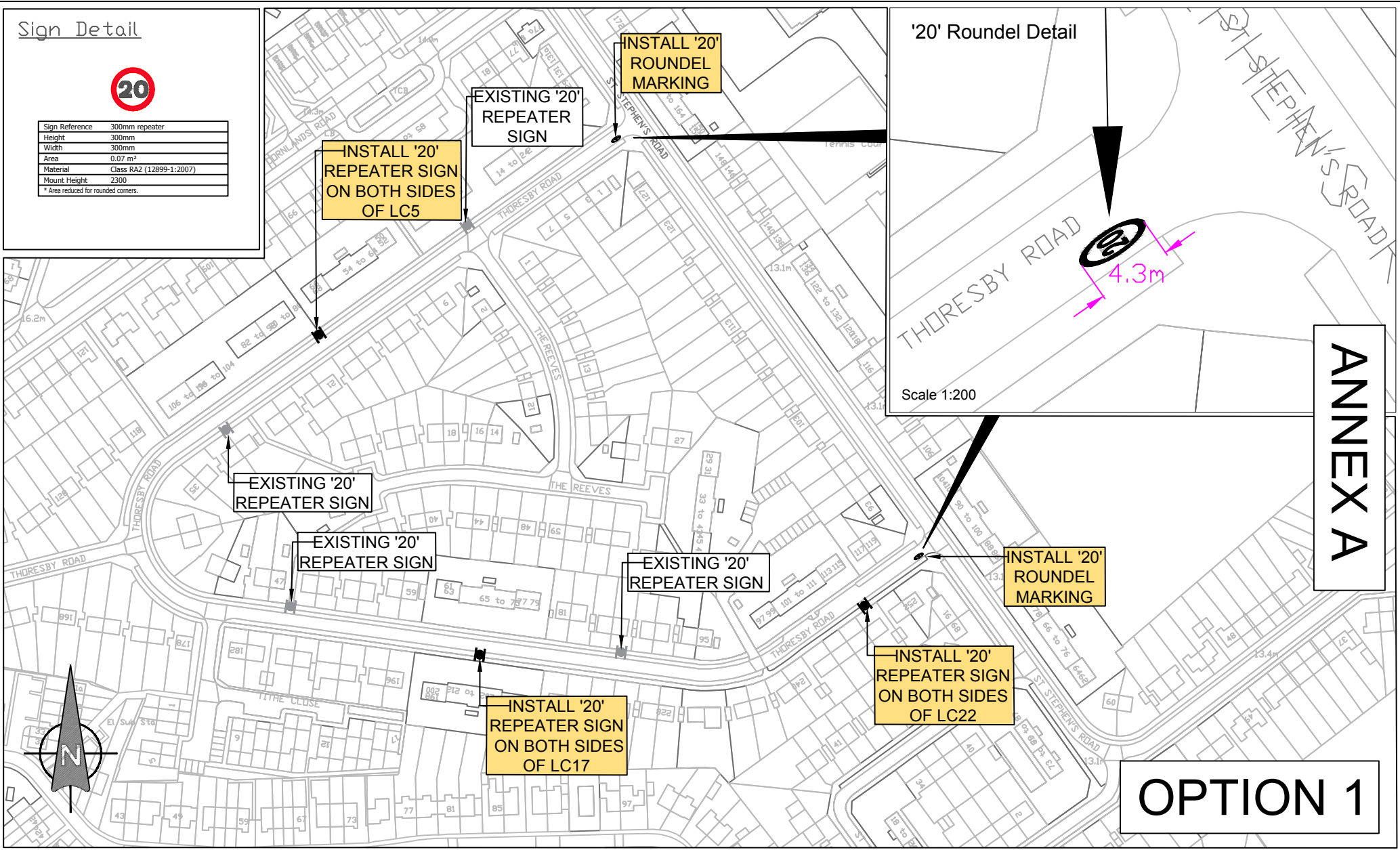
'20' Roundel Detail



Scale 1:200

ANNEX A

OPTION 1



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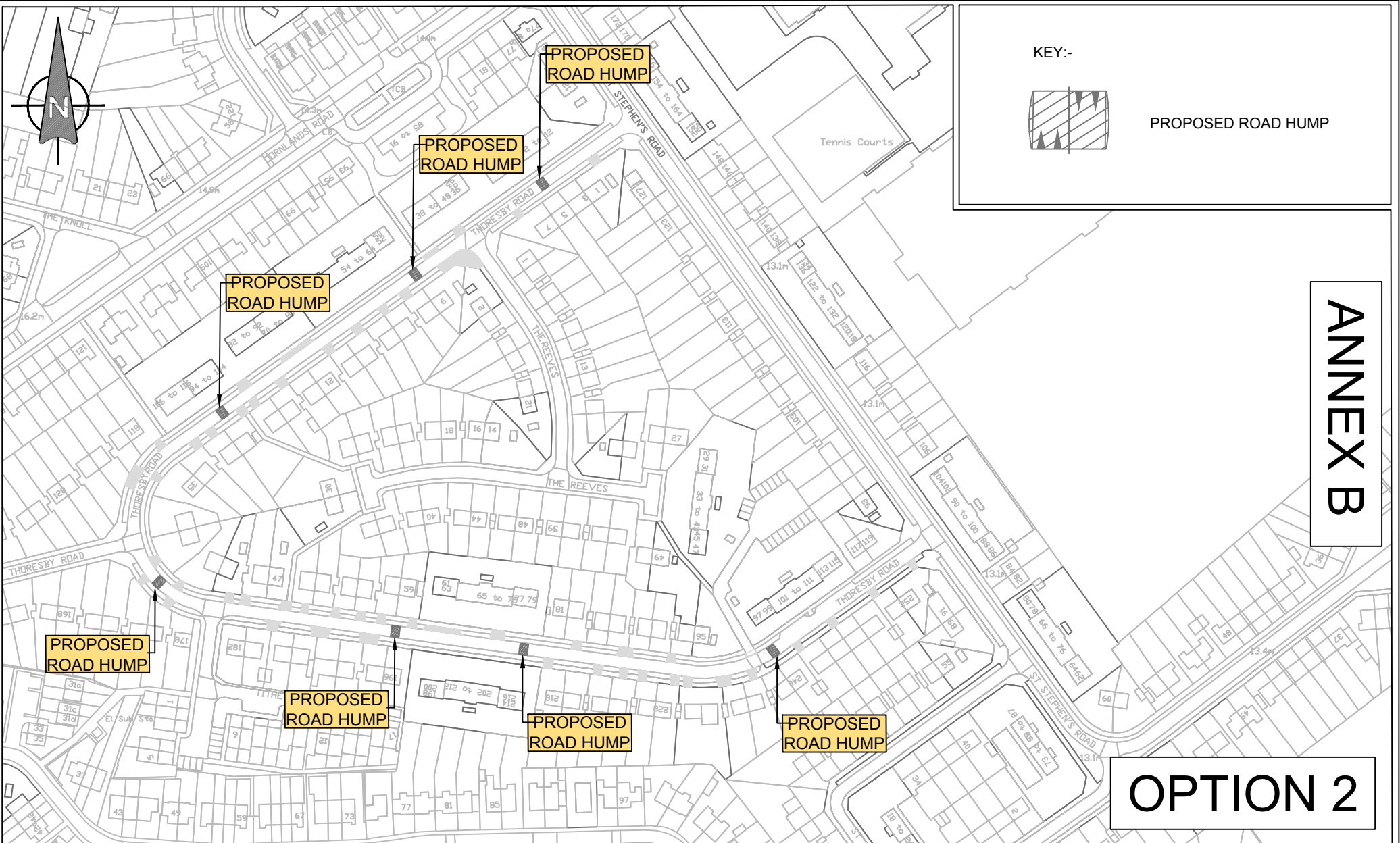


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Thoresby Rd SMS 1718
 Signing and Lining

TP/170073/OPT01

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Transport Projects
Eco Depot, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

INITIAL	REV	AMENDMENT	DATE
AW			
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DATE	DEC 2017		

Thoresby Rd SMS 1718
Road Humps

TP/170073/OPT02

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**Decision Session – Executive Member for
Transport and Planning**

13 September 2018

Report of the Assistant Director Transport, Highways and Environment

**York Outer Ring Road Improvements – Proposed A1237 Monks
Cross Junction Upgrade – Report on Public Engagement****Summary**

1. This report is about the design and public engagement of the proposed upgrade of the A1237 / Monks Cross Link junction (the “Monks Cross junction”). The report is seeking the Executive Member for Transport and Planning’s approval to proceed with the detailed design and construction stages of the scheme.
2. Preliminary design and public engagement processes have recently been completed and it is now time to conclude the detailed design and move to the construction stage. This report sets out what has been achieved over the last few months and asks approval to progress to the delivery stage.

Recommendations

3. The Executive Member is asked to:
 - 1) Confirm that the results of the public engagement process have been considered and incorporated in the design where possible.

Reason: To enable the detailed final design of the Monks Cross junction upgrades to proceed and be completed.

- 2) Note the general arrangement design for the junction upgrade and give approval for preparations and implementation of construction (See Annex 1).

Reason: To enable arrangements to be made to commence construction of the Monks Cross junction upgrade.

- 3) Note the ongoing acquisition of land and negotiation of terms and conditions by the Assistant Director Transport Highways & Environment.

Reason: To enable the acquisition of land in a timely manner in order to adhere to the York Outer Ring Road (YORR) programme.

- 4) Endorse the appointment of the City of York Council's Delivery Team for the civil engineering and associated works to undertake the Monks Cross junction upgrade.

Reason: To enable a timely appointment of a contractor which eliminates the need to go through lengthy and costly tendering processes.

Background

4. In July 2017 City of York Council Executive approved a report setting out the proposed approach and management of the YORR Improvement Project. Specifically, the report gave delegation of operational and detailed decision making for the design and delivery of the scheme to the Executive Member for Transport and Planning. Progress has been made over recent months on the scheme with work commencing on Phase 1 at the A1237/Wetherby Road junction. Design and development work has also been in progress on the Phase 2 A1237/Monks Cross Link junction and it is now time to move to the next stage on this junction. The decisions to be made by the Executive Member which are relevant at this stage are:
 - a. Accept that a satisfactory public engagement process has been held and note the results.
 - b. Accept the final layout of the Monks Cross junction upgrade and note that the results of the public engagement process have been considered and incorporated in the design where possible.
 - c. Note the continuing phasing of the programme.
 - d. Endorse the appointment of the City of York Council's Delivery Team to undertake the works at Monks Cross junction.

5. Running in parallel to the endorsement by City of York Council Executive, the scheme is being funded through the West Yorkshire Plus Transport Fund. The fund is administered by the West Yorkshire Combined Authority (WYCA) and is governed through a programme management process, see Annex 4. A Final Business Case for the overall improvement programme was submitted in late 2017. This was accepted by WYCA with a condition that each individual phase must be submitted separately to secure funding for the delivery stage. The estimated cost of the proposed upgrade at Monks Cross at that time was £3.3m.
6. The project team are currently making preparations to submit a Final Business Case + to WYCA in September 2018 in order to secure the estimated £3.3m funding for upgrading the Monks Cross junction.

Consultation

7. A public engagement process has been held which commenced on the 4th May and which ran to the 1st June 2018.
8. On the 3rd May 2018 letters informing of the public engagement were sent to:
 - Julian Sturdy MP and Rachael Maskell MP
 - Councillors Ayre, Boyce, Cullwick, Cuthbertson, D'Agorne, Dew, Doughty, Douglas, Gillies, Lisle, Looker, Orrell and Runciman.
 - The Parish Councils of Earswick, Heworth without, Huntingdon with New Earswick and Strensall with Towthorpe.
9. The following public engagement events were undertaken:
 - An unmanned display was set up within the reception area of West Offices from the 4th May for the duration of the consultation period.
 - 2 public engagement events were held at the Monks Cross Management Suite on the 8th and 22nd May 2018 from 13:00 to 18:00 hours with officers from CYC and our design consultants, Pell Frischmann in attendance. A total of 50 people attended these events.
 - A designated e-mail address (yorr@york.gov.uk) was assigned to receive comments from the public. 14 comments were received.

- A Facebook post was made. 76 comments were received with 27 “likes” and 15 “shares”.
 - Twitter feeds were posted every day during the public engagement except the 8th, 15th, 16th, 22nd, 25th, 26th and 27th May. 10 comments were received.
 - A press release was published on the 4th May as shown in Annex 5.
10. A public engagement package, including a questionnaire, was delivered to a small number of individual residential properties within the study area on the 4th May 2018.
 11. A public engagement package was also delivered on the 4th May to businesses in the area (these are listed in the Pell Frischman report in Annex 8).
 12. A copy of the information provided in these packages comprised the following:
 - A leaflet containing information of the proposals and a map of the study area (Annex 3).
 - A questionnaire and freepost reply envelope.(Annex 3)
 13. This information was also available for members of the public to pick up at the unmanned display in West Offices mentioned in point 9 above.
 14. All the public engagement information, along with a copy of the questionnaire was available online at www.york.gov.uk.yorr .

Responses

15. 105 responses were received, comprising of 5 questionnaires, 14 e-mails, 76 Facebook posts and 10 Twitter comments.
16. No direct responses were received from the MPs, Councillors or from local businesses.
17. 76 respondents replied through Facebook with 27 likes and 15 shares. However, 34 of these comments were socially unconstructive comments so the total of respondents reduces to 33. A further 3 respondents offered only unconstructive criticism but can be taken as objections to the proposals Each response was given a unique reference number to allow specific replies to be recovered at

a later date if necessary. All personal details have been removed for this report in accordance with the new General Data Protection Regulations.

18. 50 people attended the Monks Cross Management Suite events.

Summary of comments

- 19 A summary of all the comments, questions and officer comments associated with points 15 to 18 above are detailed in Pell Frischmann's Report on Public Engagement, attached as Appendix 8.
- 20 96 comments were received from 82 respondents.
- 21 Unsurprisingly all but 5 of the respondents (94%) were in favour of carrying out improvements to Monks Cross roundabout. Whilst 94% of the respondents were in favour of some form of improvements to Monks Cross roundabout, only 68% expressed a preference for the specific proposal set out in the public engagement whose design mirrors the improvements of the previously upgraded A19 and A59 roundabouts.
- 22 A number of respondents did comment that other roundabouts should be done in preference and it would be more beneficial to give the other roundabouts priority. 8 comments were received for priority to be given for Haxby, 6 comments for Strensall and 4 for Wigginton.
- 23 Valid comments were received enforcing the ideal that pedestrians and cyclists are at the top of CYC road hierarchy so greater consideration should be given to pedestrians and cyclists in the proposed improvements. 5 comments were received regarding the provision of cycle lanes and 3 comments regarding pedestrian safety.
- 24 Other concerns aired included driver habits, road markings, slip roads, road noise, environmental concerns and a suggestion for an Outer Ring Road bus route.

Conclusion

- 25 In conclusion, most respondents are generally in favour of the proposals at Monks Cross. A lot of the concerns they raise are either outside the scope of the scheme or relate to greater traffic congestion at the Haxby, Strensall and Wigginton roundabouts. There is a possibility that should traffic flows be improved at Monks Cross, then congestion at the smaller roundabouts at the Haxby, Strensall and Wigginton junctions may increase. This issue is not considered to be a major concern but will be considered when programming the phasing of the remaining roundabouts.
- 26 The dualling of the A1237 YORR is the most popular alternative to roundabout improvements. This is in line with the CYC long term aspiration to dual with grade separated junctions but funding issues rule out this option at present.
- 27 The greatest concern of respondents is the issue of merging lanes. Longer merge lanes would generally be welcomed to allow a greater throughput of vehicles, but drivers appear to be unsure on how to use them properly. There are misconceptions with drivers in both lanes about who has the right of way. A recent application to the Secretary of State for Transport, asking for approval to allow some bespoke signing at Wetherby Road roundabout has been refused. It will be difficult to specifically educate users of the A1237 YORR through the traditional channels so this matter will continue to be a problem. Merging lanes will disappear if and when dualling of the A1237 takes place.
- 28 Also of concern is the lack of cycle facilities both crossing the A1237 YORR to allow access into York and on a circular route around the bypass. Several measures have been incorporated in the roundabout improvements, but to do anything more would be beyond the scope of the current project.
- 29 There has been criticism of the A59 roundabout design, but in the main, this is in relation to the merging lanes arrangement mentioned earlier.

City of York Council Officer Recommendations following the public engagement process.

- 30 It is recommended that the Monks Cross roundabout improvement proceeds as currently designed as this is the general consensus of this round of public engagement.
- 31 The phasing of the remaining roundabouts should consider the valid comments made about the three smaller roundabouts on the ring road. However in the short term, construction of Monks Cross is more easily achievable and co-ordinates well with the completion of the Community Stadium.
- 32 As highlighted by the public engagement there are misconceptions with drivers in both lanes about who has the right of way on merge lanes and it is therefore recommended that the CYC website and any future public engagement material includes guidance on how to use merge lanes.
- 33 It is recommended that cycle and pedestrian facilities, which were highlighted of high importance in the public engagement, are promoted wherever possible in this and future roundabout improvement schemes.

Design of Monks Cross roundabout

- 34 The detailed design for the junction has been completed following technical review and public engagement processes. Any issues raised have been considered and incorporated in the design (Annex 1) where possible as follows:
 - a. proposed provision of a shared pedestrian/cycle route around the roundabout to enable users to cross at surface level and also to feed into to future development and improvement schemes. The Pedestrian/cycle route included the provision of additional and larger traffic islands for pedestrian safety.
 - b. Micro simulation modelling has demonstrated that two short left hand slip lanes are not required. (northbound left A1237 into Monks Cross Link & northbound left North Lane into A1237).

- c. The general alignment has shifted slightly north to avoid the large diameter water main running orbitally around the YORR at this point.
 - d. The enforced realignment to the north and increased width due to pedestrian facilities has led to a larger roundabout inscribed circle.
- 35 The objective of the design is to increase the capacity of the junction to reduce delay at the projected traffic flow levels and more closely match the capacity of the section of carriageway between the roundabouts. In addition the objective is to improve the facilities for pedestrians and cyclists where it is warranted by the demand.
- 36 The proposed design for the Monks Cross roundabout upgrade is based upon previous improvements to junctions at the A19 and A59 roundabouts i.e. A1237 approaches widened to 3 lanes, A1237 exits widened to 2 lanes, minor arm approaches widened to suit traffic flows, provision of walking and cycling improvements. The upgrades will also be constructed to allow for dualling of the carriageways in years to come.
- 37 The upgraded roundabout is projected to deliver reduced journey times and lower the level of queuing in the area. The overall saving in journey times in the opening year (2019) between Wetherby Road and Monks Cross is in excess of 20% and in excess of 10% in the design year (2036). Note that these projections are based on the whole route being improved.

Traffic Modelling

- 38 The proposed junction upgrade is modelled and designed in accordance with current Department for Transport standards. Detailed analysis of this modelling is documented in the Final Business Case approved by the West Yorkshire Combined Authority (WYCA) in February 2018. This modelling considers the growth of traffic and ability of the junction to work until 2036. This is a standard approach.

Current Activity

- 39 A Final Business Case Submission was submitted to WYCA in November 2017. This was approved with an estimated scheme cost of £3.3m for the Monks Cross roundabout upgrade. These

costs are currently being reviewed and if within 10% of the approved figure will be accepted by WYCA.

- 40 In accordance with the published City of York Council Procurement Rules, a direct award of the works package (i.e. civil engineering work) is proposed to be made to the City of York Council Delivery Team. The following extract from the Procurement Rules applies in this case:

“10.4.1 In relation to all procurements with a value in excess of £100,000 Officers should, in conjunction with Commercial Procurement, consider whether there is an appropriate Internal Service Provider, existing Contract or Framework Agreement or Dynamic Purchasing System which can be used.”

- 41 The main considerations for this award are that savings in time and expenditure can be demonstrated over traditional tendering. Also the work package is well within the technical capability of the Delivery Team. Preparations are in progress for the Delivery Team to commence work in January 2019. This provides an added advantage in that this team can move sequentially from Wetherby Road onto Phase 2 Monks Cross without having to mobilise a separate contractor and involve a number of time consuming interfaces and start up processes.
- 42 Negotiation for land acquisition is currently in progress across the whole of the YORR improvement scheme. At the Monks Cross junction, the landowners have been approached to discuss the transfer of land and negotiations are at an early stage. Land transfer costs will remain confidential until the completion of the whole scheme as negotiations elsewhere are still in progress.
- 43 The details have yet to be finalised but it is anticipated that the works will be substantially complete by June 2019 in order to co-ordinate with the opening of the Community Stadium. An indicative programme for the whole of the YORR Improvement project is included as Annex 7.
- 44 During this period, although localised disruption during construction is inevitable, the project team will seek to minimise it as far as possible by careful programming of the works.
- 45 Also, the project team will aim to keep noise, vibration and disruption to nearby properties to a minimum. The need for any road closures will be kept to a minimum and will only be required for

short periods of time for specific activities such as when tie-ing in the new surfacing with the existing road. Access for emergency services will be maintained at all times.

- 46 A communications plan for the YORR programme has been prepared and through the measures outlined in this document road users and residents around the Monks Cross roundabout will be kept informed about the progress of the work. This will include signing on the junction approaches and updates relating to site activities. This will take place before work commences and during the construction when regular updates will be given. Information will also be available through the City Council's website.

Council Plan

- 47 The YORR Improvement proposals are embedded in the Council's Plan 2015-19. The implementation of this programme of highway improvements will be an integral part of the key priorities to "provide a prosperous city for all"; to ensure it delivers the services people want and work in partnership with local communities. Improvements to transport infrastructure are key drivers for improved productivity, this in turn leads to economic growth and the increase in wealth.
- 48 Residents will be consulted about the junction upgrades to ensure that consideration of the potential impact of decisions in relation to health, communities and equalities has been made.
- 49 Improved journey times will support the following aims from the Plan:
- A city where:
- Local businesses can thrive.
 - Residents have the opportunity to get good quality and well paid jobs.
 - Efficient and affordable transport links enable residents and businesses to access key services and opportunities.
 - Environmental Sustainability underpins everything we do.

Implications

Financial Implications

50 The estimated cost for the Monks Cross roundabout upgrade scheme is currently £3.3m. This price includes works, land, fees, project management and utility diversions. Release of funds from the WY+TF will be processed through satisfying the Project Assurance process and approval at meetings of WYCA. The project team are currently finalising costs with the internal delivery team to include in the Final Business Case with Costs. This will be considered in late autumn 2018 by WYCA. A funding agreement between WYCA and CYC will be drawn up for this purpose.

Human Resources (HR) Implications

51 There are no known human resource implications.

One Planet Council / Equalities

52 The One Planet Council Better Decision Making Tool has identified the following areas which can be explored further during the design and development of the whole YORR improvement programme:

- Greater consideration of renewable materials during construction.
- Consideration about the reduction of crime where subways are proposed.
- Enhanced Landscaping.
- Use of Public Art to provide attractive spaces for residents.

Legal

53 Land is required for the Monks Cross roundabout upgrade. The Council is actively pursuing the purchase of land for the scheme by private agreement. Legal Services will provide resources to process the conveyancing and land transfer agreements.

54 Currently there are no plans to acquire land through Compulsory Purchase Order unless as a matter of last resort. However the

Council have engaged the services of a law firm to prepare the documentation for Compulsory Purchase in order that it is prepared to make an order if necessary. Support from Legal Services will be required to manage the process.

Crime and Disorder

55 There are no known crime and disorder implications

Information Technology (IT)

56 IT opportunities are currently being considered as follows:

- Implementation of the Smart Travel Evolution Programme (STEP)

Property

57 Property Services are involved in this project acting as land managers for the City Council. New pieces of land will be acquired for the junction upgrades, the title of which will belong to the City Council. Property Services will also advise and assist the Project Team in supervising the work of the Land Valuers and Legal Firm.

Other

58 There are no other known implications.

Risk Management

59 In compliance with the Council's risk management strategy the main risks that have been identified in this report are those which could lead to financial loss, damage to the Council's image and reputation and failure to meet stakeholders' expectations. Measured in terms of impact and likelihood, the land acquisition risk has been assessed at 20. This is classed as Major/Probable and is the most significant live issue on the project. Other risks have been assessed at 14 or below. At this point the risks will be monitored and managed. A risk allowance has been estimated and is included within the current cost plan for the project. The top two risks currently affecting this project are:

- a. Risks associated with land acquisition. As described above, there is a high risk that some landowners will be unwilling to

sell land to the City of York Council by private agreement, or in a timely manner. This presents a programme risk potentially prolonging the time to complete the project. In order to mitigate this risk, preparation of a CPO in parallel to land negotiation is proposed as described in paragraph 42 above. A mitigation plan is being developed to enable the delivery of the scheme without taking the land in the early stages of construction.

- b. Risks associated with utility diversions being more complex than anticipated. These could lead to programme delays and have a cost implication. In the case of Monks Cross junction, early meetings with utility companies are planned to mitigate these risks.

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For further information please contact the author of the report

Background Papers:

Paper to Executive 13th July 2017 – [Proposed York Outer Ring Road Improvements – Approach to Delivery](#)

Annexes

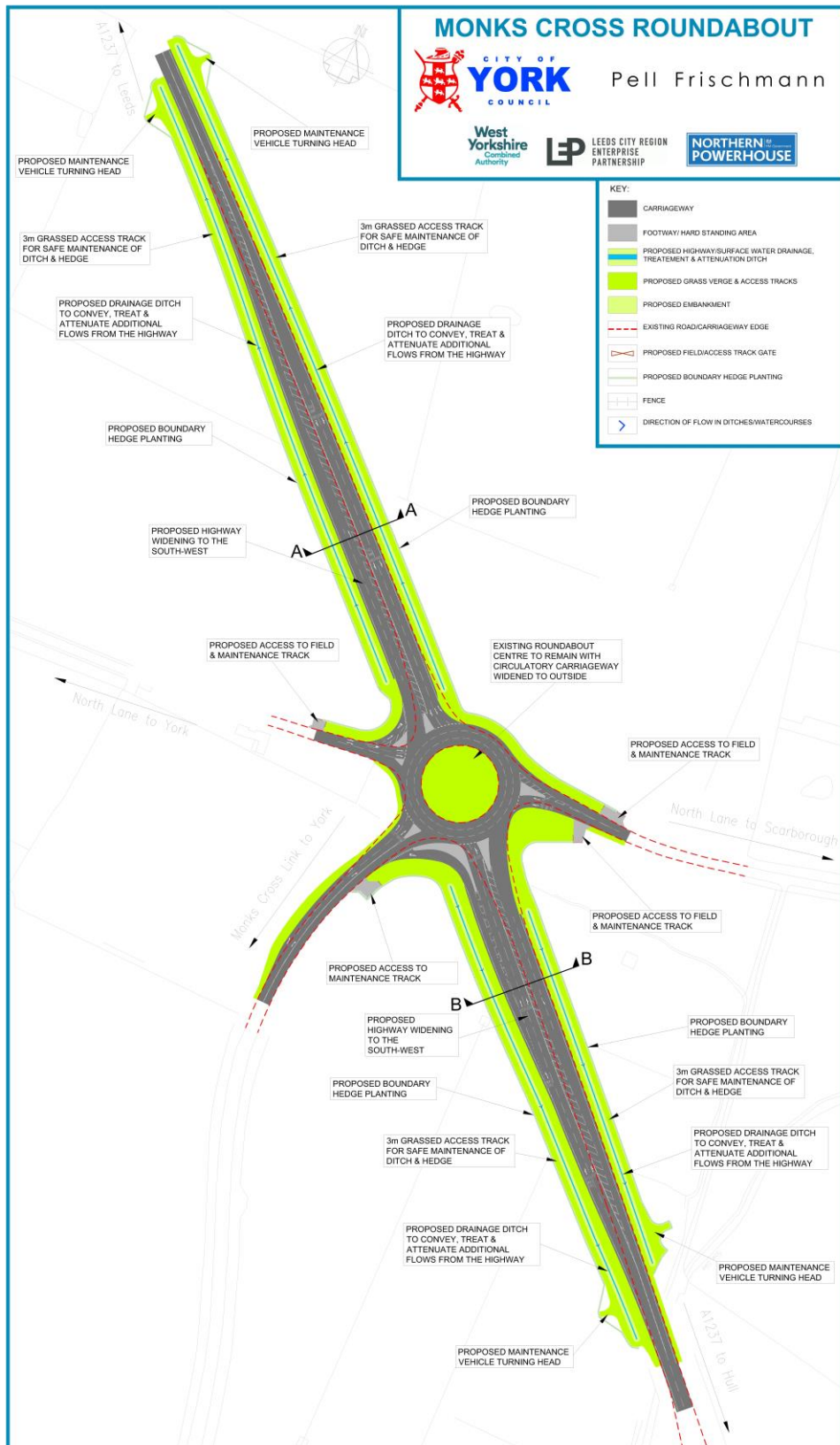
Annex 1 – Proposed General Arrangement for Monks Cross Junction
Annex 2 – Layout presented for public consultation
Annex 3 - Sample consultation package
Annex 4 – WYCA Project Assurance Process.
Annex 5 – Press Release for public engagement process
Annex 6 – Frequently Asked Questions
Annex 7 – Indicative YORR Improvement Programme
Annex 8 - Pell Frischman report

List of Abbreviations Used in this Report

CPO – Compulsory Purchase Order
WYCA – West Yorkshire Combined Authority
YORR – York Outer Ring Road
MP – Member of Parliament
CYC – City of York Council
STEP – Smart Travel Evolution Programme

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DESIGN PROPOSED AT PUBLIC ENGAGEMENT STAGE



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SAMPLE CONSULTATION PACKAGE

Construction

Construction at the Monks Cross roundabout is proposed to begin in January 2019, and is expected to last approximately nine months. Although localised delays during construction are inevitable, we will plan the works to minimise disruption to local residents, businesses and the travelling public.

We will also keep noise, vibration and disruption to nearby properties as low as possible. The need for any road closures will be kept to an absolute minimum and will only be for short periods of time for specific activities such as the final surfacing work. Access for emergency services will be maintained at all times.

Further updates relating to site activities will be provided before work starts and will continue during the construction of the project.

The future

Whilst we do not have access to sufficient funding for dualing York Outer Ring Road at present, we are ensuring that the current upgrade designs can accommodate dualing in the future where possible.



How to find out more

There will be two public exhibitions with Council officers on hand to answer any questions at:

Management Suite, Monks Cross Shopping Park
(in the corner by New Look), York YO32 9GX
Tuesday 8 May, 1-6pm
Tuesday 22 May, 1-6pm

You can view the plans and fill in an online questionnaire at www.york.gov.uk/yorr and at **West Offices, Station Rise, York, YO1 6GA**

Please let us know your views

Please come to the events, West Offices or visit the website, and let us know your views or raise any concerns you have about the proposed improvements to Monks Cross roundabout. You can contact us at:

Customer call centre number **01904 551550**
E-mail: yorr@york.gov.uk
On-line www.york.gov.uk/consultations

By Post:
York Outer Ring Road (Major Transport Projects Team), City of York Council, West Offices, Station Rise, York YO1 6GA

See Council website for further details www.york.gov.uk/yorr

Please let us have your views by Friday 1 June 2018

[f /CityofYork](https://www.facebook.com/CityofYork) [@CityofYork](https://twitter.com/CityofYork)

[York Outer Ring Road](http://www.york.gov.uk/yorr)
yorr@york.gov.uk



Project aims

The proposal is to upgrade seven roundabouts on the York Outer Ring Road (A1237) between Wetherby Road and Monks Cross junctions. This has been a long held aspiration for the City of York Council.

The outer ring road is a key road for local and regional traffic, and is often heavily congested. We are starting with the upgrade of Wetherby Road roundabout this summer. This consultation is asking you about the proposed improvements to the next roundabout, at Monks Cross.

York Outer Ring Road has received £38 million investment through the West Yorkshire Plus Transport Fund. This is part of Leeds City Region Enterprise Partnership (LEP) Growth Deal – a £1 billion package of government investment to accelerate growth and create jobs across Leeds City Region.



Why upgrade the roundabouts?

Increasing capacity at the roundabouts will have the largest impact on reducing journey times.

- Issues to address:
- acute congestion
 - unreliable journey times, encouraging traffic into the city centre
 - impact on the city's economy and productivity
 - poor air quality
 - limited capacity to meet the housing and employment needs in York's emerging Local Plan.

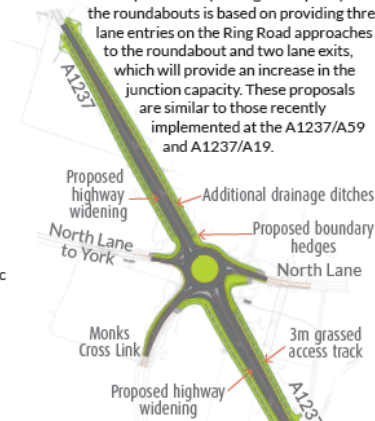
Improving all seven roundabouts will ultimately reduce congestion, improve traffic flows and journey times on the outer ring road in the north of the city. This should also encourage traffic away from the city centre and onto the larger roads where traffic is more effectively managed.

Construction stages

The upgrades to the seven roundabouts will be completed in a four year programme. The Wetherby Road and Monks Cross junctions are being improved first. They are straight forward designs and the low impact of the works means we can start construction while we plan the more complicated schemes. We will publicise the timetable for delivering these roundabouts as soon as possible.

Monks Cross roundabout improvements

The blueprint for improving the capacity at all the roundabouts is based on providing three lane entries on the Ring Road approaches to the roundabout and two lane exits, which will provide an increase in the junction capacity. These proposals are similar to those recently implemented at the A1237/A59 and A1237/A19.



Pedestrian and cycling improvements

At the Monks Cross junction there are no existing pedestrian or cycling facilities to upgrade but we will continue to look out for all potential opportunities to implement pedestrian and cycling infrastructure in the future.

Monks Cross roundabout improvements Public Consultation Questionnaire

We would like your views on our proposed improvements. You can also complete the questionnaire online at www.york.gov.uk/consultations

Please return this questionnaire to reach us by **Friday 1 June 2018**

1. Name and address

Please provide us with your name and address, or if you would prefer your comments to be anonymous just fill in your postcode only.

Name.....

Address.....

.....

..... Postcode.....

2. What do you currently use York Outer Ring Road for?

(please tick all that apply)

Business Commuting Shopping Leisure

3. How do you normally travel on the route? (tick all that apply)

Car Cycle Walk HGV

Other.....

4. Do you think the scheme will reduce congestion and improve traffic flow?

Yes No

5. What should we know?

Is there anything that you feel we should be aware of when designing the scheme?
(for example local knowledge, road safety or environmental concerns)

.....
.....
.....
.....
.....



Working method

We expect to undertake the majority of the work "off-line" i.e off the carriageway, during the working day, with night time working restricted to the occasional closures for tie-ins to the existing carriageway. We will also be ensuring that during busy trading periods in the Monks Cross shopping centre that our works do not impede traffic flow.

6. Given the location, are you happy with this suggested working method?

Yes No

7. Any other comments or suggestions?

.....

.....

.....

.....

About you

Please help us to understand the range of people we are consulting by completing the following section. This information will not be used for any other purpose.

8. Age 16-24 25-34 35-44 45-54 55-64 65+ Prefer not to say

9. Gender Male Female Prefer not to say

10. Do you consider yourself to have a disability? (please tick) Yes No

11. Did you attend a consultation event? (please tick) Yes No

12. Your interest

By completing this questionnaire, you have identified that you have an interest in this project. It would help us if you could identify the nature of your interest. (You may tick more than one box)

Business Local business Residential Agricultural interest
 Public Rights of Way Leisure Other

13. Regular email update

It is our intention to publish a regular update on scheme progress via e-mail.

Do you want to be included in the distribution list for future updates

Yes email address

No

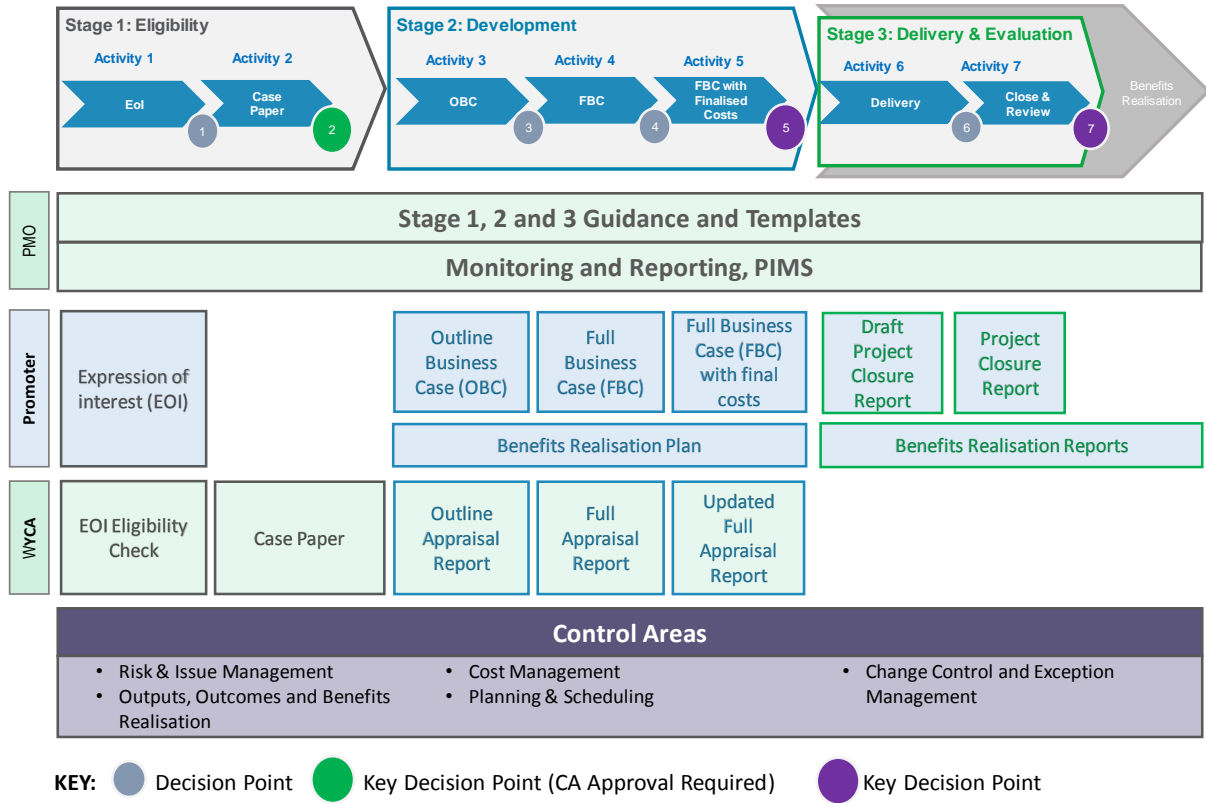
Return this form to: Major Transport Projects Team, City of York Council, West Offices, Station Rise, YO1 6GA



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WYCA PROJECT ASSURANCE PROCESS

WYCA ASSURANCE PROCESS



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PRESS RELEASE

Published Friday, 4th May 2018

City of York Council is sharing proposals to cut congestion and journey times on one of York's busiest roads.

Residents and businesses have until Friday 1 June to view and comment on designs to upgrade the outer ring road's Monks Cross roundabout.

This will be the second of seven A1237 roundabouts set for major improvements over the next four years – a total £38 million programme funded through the West Yorkshire-plus Transport Fund. The council is starting work on the first junction improvement at Wetherby Road this summer.

The roundabout upgrades will mean more lanes and space on the approaches and exits. Where possible the road layouts will be designed to accommodate the potential future scheme to bring the outer ring road up to dual carriageway standard. The Monks Cross roundabout improvement works are planned for early 2019, although some site clearance work could start earlier.

Cllr Peter Dew, Executive Member for Transport and Planning, said:

“We are working to improve traffic flow at the A1237 roundabouts, and this project will deliver reduced journey times.

“With Wetherby Road work starting this summer, and Monks Cross plans developing, we're investing in improvements to the outer ring road.

“We realise that the ultimate improvement would be grade separation at the busiest roundabouts, but the cost of that would be far in excess of what is available.

“I encourage residents to take a look at the designs and, of course, share their views.”

Earlier this year Cllr Peter Box, Chair of the West Yorkshire Combined Authority's Investment Committee, said the improvements to York Outer Ring Road will help harness the vast economic potential of York and the surrounding area.

Cllr Box said that the West Yorkshire-plus Transport Fund scheme will reduce congestion and improve travel flows and will mean local residents have better connections with employment, training and leisure opportunities.

Roger Marsh OBE, Chair of the Leeds City Region Enterprise Partnership and Deputy Chair of the West Yorkshire Combined Authority Investment Committee, described the York Outer Ring Road scheme as being at the heart of the Strategic Economic Plan for Leeds City Region.

He said making it easier for businesses to connect with potential customers, suppliers and each other would give them the confidence to expand and invest, creating regeneration and job opportunities for all.

Plans can be viewed online at www.york.gov.uk/yorr, at the council's West Offices on Station Rise, YO1 6GA, or at two special public exhibitions at Monks Cross Shopping Centre management suite (in the corner by New Look) between 1 and 6pm on Tuesday 8 May and Tuesday 22 May.

All comments will be reviewed and changes to the design made where possible. The decision on the final layout will be taken at a public Executive Member for Transport and Planning Decision Session meeting later in the year.

The York Outer Ring Road improvements programme is being funded through the West Yorkshire-plus Transport Fund, and the Leeds City Region Growth Deal - a £1 billion package of Government investment through the West Yorkshire Combined Authority and Leeds City Region Enterprise Partnership (LEP) to accelerate growth and create jobs across Leeds City Region.

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T: 01904 551550, E: ycc@york.gov.uk

Frequently Asked Questions at Monks Cross Management Suite consultation

How will the improvements increase capacity? I can't understand how widening the approaches to the roundabout will help?

The performance of the A1237 York Outer Ring Road (YORR) will be improved by widening the approaches to the roundabouts. More approach lanes at the give way line increases the capacity for traffic to flow through the roundabout, this in turn will help to reduce congestion and journey times.

Surveys of traffic flows at the A59/A1237 roundabout which was upgraded in 2014 have shown that journey times have reduced by up to 4 minutes even with a 30% increase in the number of vehicles passing through the junction

The upgrade of the roundabouts will help to ensure that strategic (through) traffic can be encouraged out of the city centre and onto the strategic highway network where the traffic flows can be managed more effectively. This will be supported by other CYC projects to improve public transport in the city centre to 'lock in' the benefits that the YORR improvements will deliver.

The improvements at individual junctions will provide increased capacity, but only when all 7 roundabouts have been improved will we see the overall combined benefits of the improvements.

As well as reducing these present day delays the improvements are necessary to accommodate and realise the predicted housing and employment growth projections in the Local Plan.

Are the improvements being carried out in clockwise order? How are they being phased?

We have a timeframe of 5 years in which the funding is available to complete the programme of works on the 7 junctions. Therefore, we are focussing on the "easier" junctions first in terms of those with the least technical difficulty and with the least impact on residents. The phasing of the junctions is indicative only as we will need some flexibility to meet changing circumstances as the designs progress e.g. to get planning approval and acquire land.

The current plan is for Wetherby Road roundabout improvements to commence on site in June 2018, and it is proposed that Monks Cross roundabout will follow on site in early 2019.

What improvements will there be for pedestrians and cyclists?

We are looking to upgrade pedestrian and cycle facilities wherever possible, whether these are at-grade facilities or new subways, utilising and connecting to, as much existing infrastructure as we are able to.

The 2 lane exits just don't work; people never let you merge in turn as the lanes are intended.

As part of the YORR scheme we will be looking to help drivers, where possible, use the increased roadspace efficiently. We are looking to use improved signage and road markings to do this.

The Highway Codes advises "In congested road conditions do not change lanes unnecessarily. Merging in turn is recommended but only if safe and appropriate when vehicles are travelling at a very low speed, e.g. when approaching road works or a road traffic incident. It is not recommended at high speed."

We will be investigating ways in which we can place appropriate advisory signs at the roundabouts, which conform with the regulations, and will help us to ensure that drivers are encouraged to use both lanes as much as possible.

Can the money not be better spent on dualling the whole of the A1237?

Dualling of the York Outer Ring Road (YORR) is an aspiration for the City of York Council; however we do not have the level of funding to do this at this present time.

In the meantime, the current project will significantly reduce journey times and is part of a wider strategic plan to improve economic productivity in the city by providing better access to jobs and homes. This scheme is a "stepping stone" to future dualling and, where we are able to, we are looking to do as much work as we can now to ensure reduced costs and minimal disruption if funding for dualling becomes available in the future.

What landscaping features are being introduced into the scheme?

There is a scheme of landscaping which forms part of these proposals as with most highway improvement projects. In this case a range of native species tree planting, hedgerow planting, grass seed mixes and wildflower meadow planting will be introduced.

What impact will the construction work have on the existing traffic?

A lot of the construction work involves widening of the existing infrastructure and can therefore be undertaken without disrupting the current traffic flow for the majority of the time. However, there will be

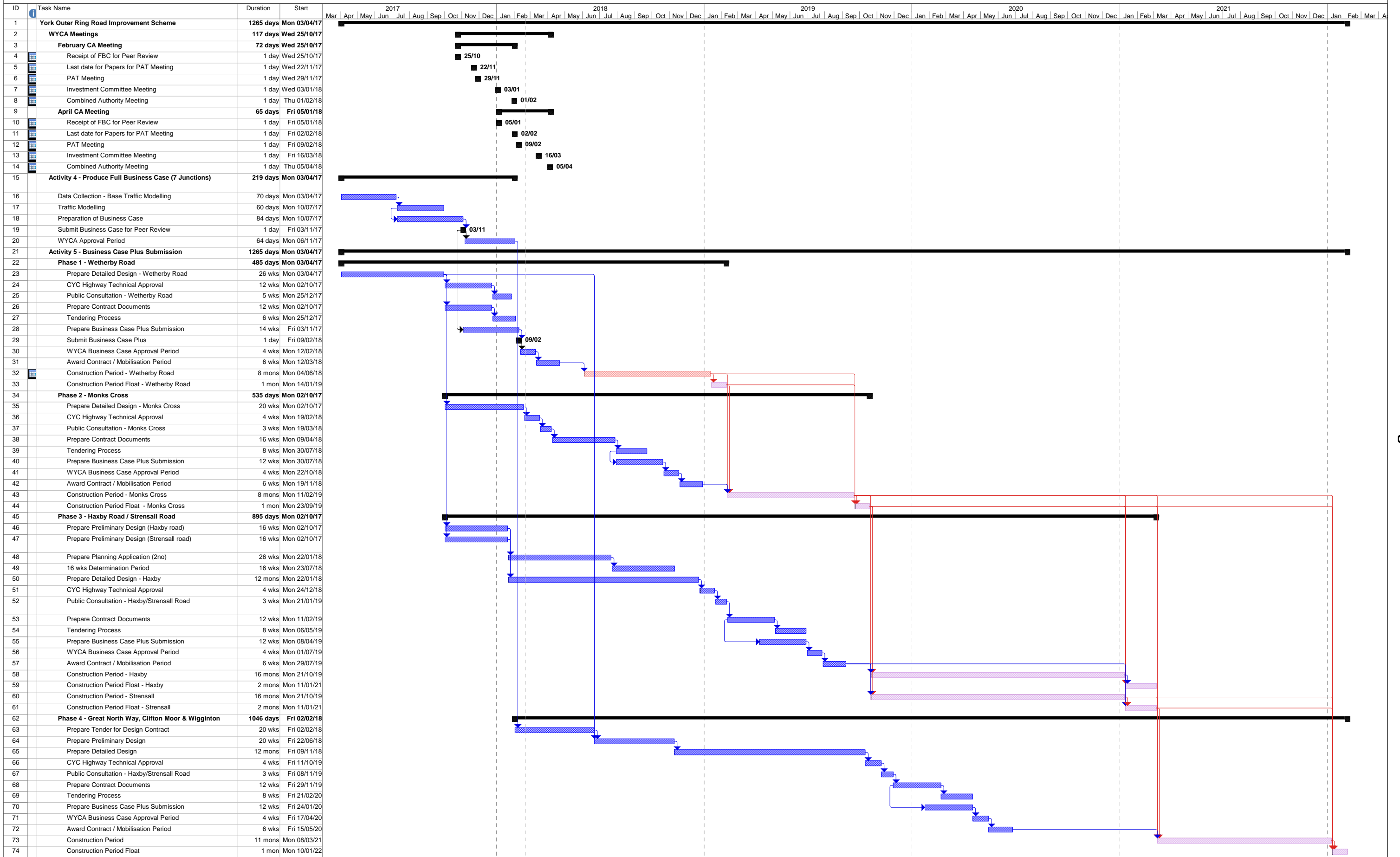
times where the new work will need to be tied into the existing road layout and this will create some disruption during the construction period. Wherever possible this work will be undertaken at off-peak times. The need for any road closures will be kept to an absolute minimum and will only be for short periods of time, generally overnight, for specific activities such as the final resurfacing work.

Will there be any night time working?

The majority of the construction work will be carried out during daylight hours, although there will be some work done at night. We will also keep noise and disruption to any nearby properties as low as possible. Access for emergency services will be maintained at all times.

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NORTH YORK OUTER RING ROAD
7 NO JUNCTION DELIVERY PROGRAMME



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Pell Frischmann

**York Outer Ring Road
Monks Cross**

July 2018

Report on Public Engagement

H W50819 MCS R02

Submitted by Pell Frischmann

excellence through innovation

**Public Engagement Report
H W50819 MCS R02**

REVISION RECORD Report Ref: W50819 MCS R01					
Rev	Description	Date	Originator	Checked	Approved
-	First Draft	31 July 2018	CH		
R01	Public Engagement Report	15 August 2018	CH	MF	PM
R02	Public Engagement Report	17 August 2018	CH	MF	PM

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Prepared for:



Prepared by:

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APPENDICES

A	SAMPLE PUBLIC ENGAGEMENT PACK
B	PRESS RELEASE
C	LIST OF BUSINESSES CONSULTED
D	FREQUENTLY ASKED QUESTIONS

1 INTRODUCTION

- 1.1 Options for improvement of the A1237 York Outer Ring Road (YORR) have been considered by City of York Council (CYC). Full dualling and grade separated junctions have been rejected at this stage due to funding issues. Long term dualling remains the aspiration of CYC but initial funding has been agreed with the West Yorkshire Combined Authority (WYCA) to upgrade seven roundabouts on the A1237 YORR.
- 1.2 Monks Cross Roundabout improvement is the second of the seven roundabouts to be considered.
Pell Frischmann (PF) has been commissioned by CYC to review the consultation for the Monks Cross Roundabout improvement.
- 1.3 To assist in this process, a public engagement exercise has been undertaken to allow affected residents and key stakeholders to comment on the detailed changes.
- 1.4 The aim of this report is to review the responses received from the public, summarise these responses and provide conclusions and recommendations.

2 PUBLIC ENGAGEMENT

2.1 Public engagement events

On 3rd May 2018 letters informing of the forthcoming public engagement were sent to;

Julian Sturdy MP and Rachael Maskell MP

Councillors Ayre, Boyce, Cullwick, Cuthbertson, D'Agorne, Dew, Doughty, Douglas, Gillies, Lisle, Looker, Orrell and Runciman.

The Parish Councils of Earswick, Heworth without, Huntingdon with New Earswick and Strensall with Towthorpe.

The public engagement began on Friday 4 May to Friday 1 June 2018 and the following events were undertaken

- 2.1.1 An unmanned display was set up within the reception area at West Offices from 4 May for the duration of the public engagement.
- 2.1.2 Monks Cross Management Suite public engagement events were held on the 8 and 22 May 2018, from 1-6pm, with officers from CYC and PF in attendance. A total of 50 people attended.
- 2.1.3 A designated e-mail address yorr@york.gov.uk was assigned to receive comments. 14 comments were received.
- 2.1.4 A Facebook post was made. 76 comments were received with 27 likes and 15 shares.
- 2.1.5 Twitter feeds were posted every day during the public engagement except 8, 15, 16, 22, 25, 26 and 27 May. 10 comments were received
- 2.1.6 A Press Release was published on 4 May. See Appendix A

2.2 Public Engagement Package

- 2.2.1 A public engagement package, including a questionnaire, was delivered to the small number of individual residential properties within the study area.
- 2.2.2 A public engagement package was also delivered to all businesses listed in Appendix B
- 2.2.3 A copy of the information provided in these packages is included as Appendix C and comprises the following:
 - 2.2.3.1 A leaflet – containing information of the proposals and a map of the study area
 - 2.2.3.2 A questionnaire and freepost envelope – to be returned to CYC

This information was organised and hand-delivered by representatives of CYC on 4th May 2018.

This information was also available for customers to pick up at the unmanned display within the reception area of City of York Council's West Offices,

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2.2.4 All the public engagement information, along with a copy of the questionnaire was made available online at www.york.gov.uk/yorr.

3. RESPONSES

A summary of comments received from the Monks Cross Management Suite consultation events was provided to PF by CYC for consideration in this report.

5 completed questionnaires were returned directly to CYC before being transferred to PF, along with other written representations, including 14 emails, 76 Facebook posts and 10 Twitter comments.

These responses were logged to allow easy assessment and review. Each response was given a unique reference number to allow specific questionnaires to be recovered as necessary. Letters included with return questionnaires were also given the same reference number as the questionnaire to which they were attached.

No direct responses were received from MPs, Councillors or from local Businesses.

The following sections of this report summarise the responses received from members of the public.

3.1 Monks Cross Management Suite events

In total 50 people attended the Monks Cross Management Suite events and the following comments were received:

*

Summary of Comments	Number of comments
Dual the A1237 YORR	7
Positive about the scheme – agree with improvements	5
Introduce flyovers then dualling would not be needed	1
Need to reduce traffic speeds exiting Monks Cross Link Road onto the roundabout	1
Merging lanes not long enough – cause driver anger issues	2
Should ensure cycle lanes are provided	1
Consultee was not aware of proposed housing development	1
Concerns at Haxby roundabout	2
Concerns at Strensall roundabout	2
The design of the A19 and A59 is poor as it causes the other roundabouts to be blocked	1
Why not dual the single carriageway sections of the A64 from Hopgrove to Scarborough	1

Officers also took numerous questions on the design of the roundabouts including the following:

How will the improvements increase capacity?

Are the improvements being carried out in clockwise order? How are they being phased?

What improvements will there be for pedestrians and cyclists?

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The 2 lane exits just don't work, people never let you merge in turn as the lanes are intended.

Can the money not be better spent on dualling the whole of the A1237 YORR?

What landscaping features are being introduced into the scheme?

What impact will the construction work have on the existing traffic?

Will there be any night time working?

Officers provided appropriate answers, and these are logged in Appendix D

3.2 Returned Questionnaires

Only 5 questionnaires were returned.

For this reason, questionnaires alone can not be seen as a representative sample so only the comments and views are considered in this report.

Q	Comments
1	Monks Cross link road should become 2 lanes earlier to avoid queueing for right turning traffic and to avoid dangerous overtaking manoeuvres. North Lane is in poor condition in need of repair
2	Roundabouts at Haxby and Strensall should be made bigger as they slow everything. Planned works do not help as people just speed up and push in. Shops are closing at Monks Cross, so it does not matter when works are carried out.
3	Problems will be road noise and increase in traffic. This will have environmental impact, health impact and will affect the safety of residents and cyclists
4	Haxby should be priority. The Monks Cross improvement is a waste of money
5	The principle of the design is sound but the merge lanes are a problem. Hatched markings at roundabout exits would inform motorists to keep exits clear but they would probably be ignored.

3.3 Email Responses

Fourteen email responses were logged and numbered by date received. One of the emails was a confirmation of an initial response so the two are counted as a single response.

However, one comment was about downloading information so only thirteen consultation emails were considered providing 17 comments.

E	Comments	Comment received
1	Full provision for pedestrians and cyclists should be provided. 'Looking to upgrade pedestrian and cycling facilities' is not good enough	7 May
2	Will there be sufficient visibility on the left turn filter lane onto the A1237 Westbound? Are road markings to be spiraled?	8 May
3	Objection to a dedicated slip road onto North Lane as the road is over used, in poor condition and there is a potential closure of access onto the A64	13 May

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4	Problems with the A1237 YORR are between Wigginton and Haxby and also Haxby and Strensall – these should be priority.	14 May
5	Proposals are only a temporary solution to ease road junction capacity. Dual the entire A1237 YORR.	17 May
6	Roundabout near Toby Carvery left lane (Hopgrove Lane) should have Scarborough and Leeds on it as the exit lane has.	20 May
7	The download PDF of the proposed improvements at Monks Cross is not complete.	20 May
8	Main congestion arises on Monks Cross link. This is the area which needs improvement.	24+25 May
9	Cycle facilities need improvement on safety grounds, in particular a cycle path from Hopgrove Lane roundabout to Monks Cross.	25 May
10	Strong objection to Merge Lanes, they slow traffic down and are dangerous.	29 May
11	Request of assurance that the proposed roundabout improvements will accommodate proposed development traffic.	31 May
12	Appropriate provision for pedestrians and cyclists has not been proposed as part of the upgrade. The orbital cycle route is incomplete.	1 June
13	Edge markings and associated cats eyes should be improved on this stretch of road.	10 June
14	Road improvements are welcomed but dualling of the A64 towards Scarborough should be promoted.	13 June

3.4 Twitter responses

Ten tweets were received and logged. However, two comments were about the consultation event itself and another was a grass cutting comment so only seven consultation tweets were received providing 8 comments.

T	Comments	Comment received
1	Consultation enquiry for people not working in the centre of York and working 9 to 5.	7 May
2	Dual the A1237 YORR or it will be a waste of time and money	7 May
3	Unconstructive Grass cutting comment	7 May
4	Dual the A1237 YORR or it will be a waste of time and money	8 May
5	Make it a dual carriageway	10 May
6	Single carriageway is a waste of money.	10 May
7	Why not hold consultation events at weekend when people can attend?	21 May
8	Shops are due to close, so you decide to upgrade the roundabout.	23 May
9	Haxby and Wigginton Roundabouts cause most delay.	23 May
10	Dual the A1237 YORR or it will be a waste of time and money.	28 May

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3.5 Facebook Comments

76 respondents replied through Facebook with 27 likes and 15 shares.

However, 43 of these respondents provided comments which were social and / or unconstructive so the total of respondents pertinent to this report reduces to 33 providing 38 comments. A further three respondents offered only unconstructive criticism but can be taken as objections to the proposals.

F	Summary of Comments
1	Dual the A1237 YORR or it will be a waste of time and money
2	Against the scheme. Unconstructive criticism
3	Against the scheme. Unconstructive criticism
4	Against the scheme. Unconstructive criticism
5	The cost of adapting or replacing bridges on the ring road to allow dualling would cost hundreds of millions.
6	Until people learn how to use merge lanes the improvements will not work. Let people in or get a fine.
7	People get angry when you use the outer merge lane
8	People get angry when you use the outer merge lane
9	Danger being pushed out into oncoming traffic on merge lanes
10	Dualling will not work until A64 is fully dualled.
11	Educate people about merge in lanes. Install cameras and fine those who do not allow merging.
12	Merge at the end of the lane not at the roundabout
13	Hopefully better than A59 roundabout where lanes do not flow.
14	50 yards of merge lane will make no difference to a half of a mile of queues.
15	Why not build a flyover for the main route?
16	Wetherby Road, Haxby and Wigginton roundabouts are the main problems.
17	A59 roundabout radii are borderline dangerous
18	Dual carriageway or we will be even more behind other towns and cities.
19	Haxby and Wigginton roundabouts need sorting first.
20	Make the A1237 YORR a dual carriageway all the way round
21	Make the A1237 YORR a dual carriageway all the way round changing number of lanes and merge lanes cause problems.
22	Wigginton roundabout upgrade is more urgent
23	Make it a dual carriageway all the way round
24	Earswick (Strensall roundabout) to Rawcliffe should be sorted first.
25	What about Strensall Roundabout?
26	It will be a waste of time and money unless the A1237 YORR is dual carriageway or alternatively replace roundabouts with flyovers.
27	Length of merge lanes are too short. Miles of tailbacks cannot merge in 50 yards – remove merge lanes
28	The amount of traffic causes tailbacks. Merge lanes help when there is moderate traffic flow.
29	How about starting a priority bus service around the North Ring Road to encourage people out of their cars?

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30	Dual the A1237 YORR or it will be a waste of time and money Should have been dualled years ago.
31	If drivers used indicators when exiting the roundabout, it would help the waiting queue.
32	People should learn how to use merge lanes. Both lanes should be used. That is why they were built.
33	People should learn how to use merge lanes. Both lanes should be used. That is why they were built.

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4 SUMMARY

4.1 Summary of Comments

Tabled below is a summary of the comments most offered during the consultation.

Summary of Comments	Number of comments	CYC comment
Dual the A1237 YORR	20	Dualling of the York Outer Ring Road YORR) is very much an aspiration for the City of York Council, however we do not have the level of funding to do this at this present time. In the meantime, this project is part of a wider strategic plan to improve economic attractiveness of the city by enhancing the city centre environment within and around the city.
Merging lanes cause problems or are not long enough – cause driver anger issues	15	As part of the improvement scheme we will be looking to educate drivers where we are able to, to improve (where possible) the usage of all lanes on the Ring Road, through improved signage and road markings.
Concerns at Haxby roundabout	8	Comments noted.
Concerns at Strensall roundabout	6	Comments noted.
Positive about the scheme – agree with improvements	5	Comments noted.
Negative about the scheme – Disagree with improvements	5	Comments noted.
Should ensure cycle lanes are provided	5	CYC have listened to the comments from the public engagement and are including facilities for cyclists and pedestrians as part of the Monks Cross upgrade.
Concerns at Wigginton roundabout	4	Comments noted.
Introduce flyovers then dualling would not be needed	3	The cost of adapting or replacing bridges on the ring road would cost hundreds of millions and is beyond the scope of this current scheme.
Ensure appropriate provision for pedestrians	3	CYC are including facilities for cyclists and pedestrians as part of the Monks Cross upgrade.
Improve Monks Cross Link Road	3	Monks Cross Link Road will be improved within the scheme extents.
The design of the A59	3	Comments noted and have been passed on to

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roundabout is poor.		our highway design consultants and CYC colleagues for information.
Dual the single carriageway sections of the A64 towards Scarborough	3	Comments noted. This is not within this particular scheme extents but has been forwarded to colleagues at Highways England.
North Lane is in a poor condition and in need of repair	2	Comments have been passed to CYC maintenance colleagues for further investigation
Problems will be road noise and increase in traffic. This will have environmental and health impact	1	CYC Major Projects team will consider treatments e.g. fencing and low noise surfacing. Noise and environmental health surveys will be carried out where appropriate.
Hatched markings at roundabout exits would inform motorists to keep exits clear	1	Although it has been seen at various locations, unfortunately strictly speaking the Department for Transport do not permit the use of yellow box markings at roundabouts unless traffic entering the box is controlled by signals at all times (nor do they permit 'KEEP CLEAR' markings), as this leads to uncertainty as to who has priority. However, the proposals should increase capacity at all the roundabouts so that there should be no regular queuing on the circulatory carriageway.
Will there be sufficient visibility on the left turn filter lane onto the A1237 Westbound? Are road markings to be spiralled?	1	Yes, to both questions. The design will conform to current design standards and will therefore be in accordance with the Design Manual for Roads and Bridges which covers visibility.
Objection to a dedicated slip road onto North Lane as the road is over used and there is a potential closure of access onto the A64	1	This is an option being investigated by Highways England, who are responsible for the A64, but has not been confirmed or dismissed, or has any specific timescales. We are therefore working on the information that we have at present i.e. that North Lane remains open.
Roundabout near Toby Carvery left lane (Hopgrove Lane) should be marked as the exit lane with direction markings for Scarborough and Leeds.	1	Comments noted. This is not within this particular scheme extents but will be forwarded to colleagues to investigate this request further.
Request of assurance that the proposed roundabout improvements will	1	The traffic modelling required to secure funding for the improvements, from the West Yorkshire Combined Authority, confirms this.

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accommodate proposed development traffic		
Edge markings and associated cats eyes should be improved on this stretch of road.	1	All road markings and cats eyes are to be replaced within the works extents.
The cost of adapting or replacing bridges on the ring road to allow dualling would cost hundreds of millions	1	Agreed, comments noted.
The amount of traffic causes tailbacks. Merge lanes help when there is moderate traffic flow	1	The traffic modelling required to secure funding for the improvements, from the West Yorkshire Combined Authority, confirms that merge lanes will provide additional capacity to the junctions.
How about starting a priority bus service around the North Ring Road to encourage people out of their cars	1	We currently have a number of Park and Ride sites on the perimeter of the Outer Ring Road, which work successfully in reducing the number of vehicles travelling into the city centre. Bus services do not currently travel round the North ORR as the journey times cannot be relied upon. The benefits of providing a priority bus service on the ORR would not justify the cost and would only benefit localized journeys.
If drivers used indicators when exiting the roundabout, it would help the waiting queue	1	Agreed, this is an issue relating to driver education.

Most comments highlighted potential problems with the proposed improvements at Monks Cross and it is difficult to ascertain support or otherwise. However, if highlighting difficulties but not suggesting alternative solutions or proposing the works did not go ahead it is assumed that these are supporting comments with reservations.

Similarly, if comments do propose alternative solutions then these comments are taken as objections to the proposals to improve the roundabout at Monks Cross but are taken as agreement that improvement works are required on the A1237 YORR including the junction at Monks Cross.

96 comments were received from 83 respondents.

Unsurprisingly all but 5 of the respondents 94% were in favour of carrying out some form of improvement to Monks Cross roundabout.

The form of improvement was not so clear with 20 respondents preferring dualling the A1237 YORR and three respondents preferring flyovers (grade separated junctions). This adds up

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to a total of 28 comments from 27 respondents, which equates to 33% against the specific proposal outlined in the public engagement document for Monks Cross roundabout.

Whilst 94% of the respondents were in favour of some form of improvement to Monks Cross roundabout, only 67% expressed a preference for the specific proposal set out in the public engagement whose design mirrors the improvements of the previously upgraded A19 and A59 roundabouts.

The most popular alternative to the present scheme is to dual the A1237 YORR. Only one of these comments included grade separated junctions but, though not specified by consultees it could be argued that most people's understanding of dualling would likely include removal of roundabouts. 2 comments suggested that grade separation would remove the need for dualling as traffic flows along the A1237 YORR would be continuous.

A number of respondents highlighted that the main problems on the A1237 YORR lay not with Monks Cross but with other roundabouts and it would be more beneficial to give the other roundabouts priority. 8 comments were received for priority to be given for Haxby, six comments for Strensall and 4 for Wigginton.

Valid comments were received enforcing the ideal that pedestrians and cyclists are at the top of CYC road hierarchy so greater consideration should be given to pedestrians and cyclists in the proposed improvements. 5 comments were received regarding the provision of cycle lanes and three comments regarding pedestrian safety.

3 comments were each received regarding the poor condition of the Monks Cross Link, the substandard design of the A59 roundabout and suggestion to dual the single carriageway sections of the A64 towards Scarborough
2 comments highlighted the poor condition of North Lane.

Other concerns aired included driver habits, road markings, slip roads, road noise, environmental concerns and a suggestion for an Outer Ring Road bus route.

5 CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

In conclusion, most respondents are generally in favour of the proposals at Monks Cross. A lot of the concerns they raise are either outside the scope of the scheme or relate to greater traffic congestion at the Haxby, Strensall and Wigginton roundabouts. There is a possibility that should traffic flows be improved at Monks Cross, then congestion at the smaller roundabouts at the Haxby, Strensall and Wigginton junctions may increase. This issue is not considered to be a major concern but will be considered when programming the phasing of the remaining roundabouts.

The dualling of the A1237 YORR is the most popular alternative to roundabout improvements. This is in line with the CYC long term aspiration to dual with grade separated junctions, but funding issues rule out this option at present.

The greatest concern of respondents is the issue of merging lanes. Longer merge lanes would generally be welcomed to allow a greater throughput of vehicles, but drivers appear to be unsure on how to use them properly. There are misconceptions with drivers in both lanes about who has the right of way. A recent application to the Secretary of State for Transport, asking him to approve some bespoke signing at Wetherby Road roundabout has been refused. It will be difficult to specifically educate users of the A1237 YORR through the traditional channels, so this matter will continue to be a problem. Merging lanes will disappear if and when dualling of the A1237 takes place.

Also of concern, is the lack of cycle facilities both crossing the A1237 YORR to allow access into York and on a circular route around the bypass. Several measures have been incorporated in the roundabout improvements, but to do anything more would be beyond the scope of the current project.

There has been criticism of the A59 roundabout design, but in the main, this is in relation to the merging lanes arrangement mentioned earlier.

APPENDIX A

SAMPLE CONSULTATION PACKAGE

Construction

Construction at the Monks Cross roundabout is proposed to begin in January 2019, and is expected to last approximately nine months. Although localised delays during construction are inevitable, we will plan the works to minimise disruption to local residents, businesses and the travelling public.

We will also keep noise, vibration and disruption to nearby properties as low as possible. The need for any road closures will be kept to an absolute minimum and will only be for short periods of time for specific activities such as the final surfacing work. Access for emergency services will be maintained at all times.

Further updates relating to site activities will be provided before work starts and will continue during the construction of the project.

The future

Whilst we do not have access to sufficient funding for dualling York Outer Ring Road at present, we are ensuring that the current upgrade designs can accommodate dualling in the future where possible.



How to find out more

There will be two public exhibitions with Council officers on hand to answer any questions at:

**Management Suite,
Monks Cross Shopping Park**
(in the corner by New Look), York YO32 9GX
Tuesday 8 May, 1-6pm
Tuesday 22 May, 1-6pm

You can view the plans and fill in an online questionnaire at www.york.gov.uk/yorr and at **West Offices, Station Rise, York, YO1 6GA**

Please let us know your views

Please come to the events, West Offices or visit the website, and let us know your views or raise any concerns you have about the proposed improvements to Monks Cross roundabout. You can contact us at:

Customer call centre number **01904 551550**
E-mail: yorr@york.gov.uk
On-line www.york.gov.uk/consultations

By Post:
York Outer Ring Road (Major Transport Projects Team), City of York Council,
West Offices, Station Rise, York YO1 6GA

See Council website for further details
www.york.gov.uk/yorr

**Please let us have your views by
Friday 1 June 2018**

[/CityofYork](https://www.facebook.com/CityofYork) [@CityofYork](https://twitter.com/CityofYork)

[York Outer Ring Road](http://www.york.gov.uk/yorr)
yorr@york.gov.uk

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Project aims

The proposal is to upgrade seven roundabouts on the York Outer Ring Road (A1237) between Wetherby Road and Monks Cross junctions. This has been a long held aspiration for the City of York Council.

The outer ring road is a key road for local and regional traffic, and is often heavily congested. We are starting with the upgrade of Wetherby Road roundabout this summer. We are asking you about the proposed improvements to the next roundabout, at Monks Cross.

York Outer Ring Road has received £38 million investment through the West Yorkshire Plus Transport Fund. This is part of Leeds City Region Enterprise Partnership (LEP) Growth Deal – a £1 billion package of government investment to accelerate growth and create jobs across Leeds City Region.



Why upgrade the roundabouts?

Increasing capacity at the roundabouts will have the largest impact on reducing journey times.

Issues to address:

- acute congestion
- unreliable journey times, encouraging traffic into the city centre
- impact on the city's economy and productivity
- poor air quality
- limited capacity to meet the housing and employment needs in York's emerging Local Plan.

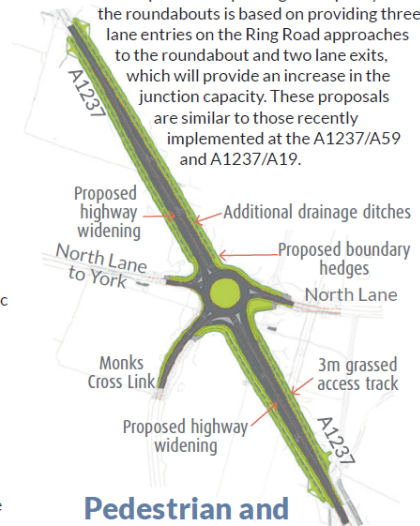
Improving all seven roundabouts will ultimately reduce congestion, improve traffic flows and journey times on the outer ring road in the north of the city. This should also encourage traffic away from the city centre and onto the larger roads where traffic is more effectively managed.

Construction stages

The upgrades to the seven roundabouts will be completed in a four year programme. The Wetherby Road and Monks Cross junctions are being improved first. They are straight forward designs and the low impact of the works means we can start construction while we plan the more complicated schemes. We will publicise the timetable for delivering these roundabouts as soon as possible.

Monks Cross roundabout improvements

The blueprint for improving the capacity at all the roundabouts is based on providing three lane entries on the Ring Road approaches to the roundabout and two lane exits, which will provide an increase in the junction capacity. These proposals are similar to those recently implemented at the A1237/A59 and A1237/A19.



Pedestrian and cycling improvements

At the Monks Cross junction there are no existing pedestrian or cycling facilities to upgrade but we will continue to look out for all potential opportunities to implement pedestrian and cycling infrastructure in the future.

**APPENDIX B
PRESS RELEASE**

Published Friday, 4th May 2018

City of York Council is sharing proposals to cut congestion and journey times on one of York's busiest roads.

Residents and businesses have until Friday 1 June to view and comment on designs to upgrade the outer ring road's Monks Cross roundabout.

This will be the second of seven A1237 roundabouts set for major improvements over the next four years – a total £38 million programme funded through the West Yorkshire-plus Transport Fund. The council is starting work on the first junction improvement at Wetherby Road this summer.

The roundabout upgrades will mean more lanes and space on the approaches and exits. Where possible the road layouts will be designed to accommodate the potential future scheme to bring the outer ring road up to dual carriageway standard. The Monks Cross roundabout improvement works are planned for early 2019, although some site clearance work could start earlier.

Cllr Peter Dew, executive member for transport, said:

"We are working to improve traffic flow at the A1237 roundabouts, and this project will deliver reduced journey times.

"With Wetherby Road work starting this summer, and Monks Cross plans developing, we're investing in improvements to the outer ring road.

"We realise that the ultimate improvement would be grade separation at the busiest roundabouts, but the cost of that would be far in excess of what is available.

"I encourage residents to take a look at the designs and, of course, share their views."

Earlier this year Cllr Peter Box, Chair of the West Yorkshire Combined Authority's Investment Committee, said the improvements to York Outer Ring Road will help harness the vast economic potential of York and the surrounding area.

Cllr Box said that the West Yorkshire-plus Transport Fund scheme will reduce congestion and improve travel flows and will mean local residents have better connections with employment, training and leisure opportunities.

Roger Marsh OBE, Chair of the Leeds City Region Enterprise Partnership and Deputy Chair of the West Yorkshire Combined Authority Investment Committee, described the York Outer

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Ring Road scheme as being at the heart of the Strategic Economic Plan for Leeds City Region.

He said making it easier for businesses to connect with potential customers, suppliers and each other would give them the confidence to expand and invest, creating regeneration and job opportunities for all.

Plans can be viewed online at www.york.gov.uk/yorr, at the council's West Offices on Station Rise, YO1 6GA, or at two special public exhibitions at Monks Cross Shopping Centre management suite (in the corner by New Look) between 1 and 6pm on Tuesday 8 May and Tuesday 22 May.

All comments will be reviewed and changes to the design made where possible. The decision on the final layout will be taken at a public Executive Member for Transport and Planning Decision Session meeting later in the year.

The York Outer Ring Road improvements programme is being funded through the West Yorkshire-plus Transport Fund, and the Leeds City Region Growth Deal - a £1 billion package of Government investment through the West Yorkshire Combined Authority and Leeds City Region Enterprise Partnership (LEP) to accelerate growth and create jobs across Leeds City Region.

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T: 01904 551550, E: ycc@york.gov.uk

APPENDIX C
LIST OF BUSINESSES CONSULTED

Monks Cross consultation – list of businesses receiving consultation information

American Golf
Boots
Carphone Warehouse
Clarks
Costa Coffee
Debenhams
EE
Evans Clothing
Evans Cycles
Game
H&M
Hobbycraft
Laura Ashley
Miss Selfridge
Monsoon
New Look
Outfit
Pizza Hut
Primark
River Island
Sainsbury's
Schuh
Sports Direct
Starbucks
TK Maxx
Thomas Cook
Thomson
Topman
Top Shop
WH Smith

APPENDIX D

Frequently Asked Questions at Monks Cross Management Suite consultation

How will the improvements increase capacity? I can't understand how widening the approaches to the roundabout will help?

The performance of the A1237 York Outer Ring Road (YORR) will be improved by widening the approaches to the roundabouts. More approach lanes at the give way line increases the capacity for traffic to flow through the roundabout, this in turn will help to reduce congestion and journey times.

Surveys of traffic flows at the A59/A1237 roundabout which was upgraded in 2014 have shown that journey times have reduced by up to 4 minutes even with a 30% increase in the number of vehicles passing through the junction

The upgrade of the roundabouts will help to ensure that strategic (through) traffic can be encouraged out of the city centre and onto the strategic highway network where the traffic flows can be managed more effectively. This will be supported by other CYC projects to improve public transport in the city centre to 'lock in' the benefits that the YORR improvements will deliver.

The improvements at individual junctions will provide increased capacity, but only when all 7 roundabouts have been improved will we see the overall combined benefits of the improvements.

As well as reducing these present day delays the improvements are necessary to accommodate and realise the predicted housing and employment growth projections in the Local Plan.

Are the improvements being carried out in clockwise order? How are they being phased?

We have a timeframe of 5 years in which the funding is available to complete the programme of works on the 7 junctions. Therefore, we are focussing on the "easier" junctions first in terms of those with the least technical difficulty and with the least impact on residents. The phasing of the junctions is indicative only as we will need some flexibility to meet changing circumstances as the designs progress e.g. to get planning approval and acquire land.

The current plan is for Wetherby Road roundabout improvements to commence on site in June 2018, and it is proposed that Monks Cross roundabout will follow on site in early 2019.

What improvements will there be for pedestrians and cyclists?

We are looking to upgrade pedestrian and cycle facilities wherever possible, whether these are at-grade facilities or new subways, utilising and connecting to, as much existing infrastructure as we are able to.

The 2 lane exits just don't work, people never let you merge in turn as the lanes are intended.

As part of the YORR scheme we will be looking to help drivers, where possible, use the increased roadspace efficiently. We are looking to use improved signage and road markings to do this.

The Highway Codes advises "In congested road conditions do not change lanes unnecessarily. Merging in turn is recommended but only if safe and appropriate when vehicles are travelling at a very low speed, e.g. when approaching road works or a road traffic incident. It is not recommended at high speed."

We will be investigating ways in which we can place appropriate advisory signs at the roundabouts, which conform with the regulations, and will help us to ensure that drivers are encouraged to use both lanes as much as possible.

Can the money not be better spent on dualling the whole of the A1237?

Dualling of the York Outer Ring Road (YORR) is an aspiration for the City of York Council, however we do not have the level of funding to do this at this present time.

In the meantime, the current project will significantly reduce journey times and is part of a wider strategic plan to improve economic productivity in the city by providing better access to jobs and homes.

This scheme is a "stepping stone" to future dualling and, where we are able to, we are looking to do as much work as we can now to ensure reduced costs and minimal disruption if funding for dualling becomes available in the future.

What landscaping features are being introduced into the scheme?

There is a scheme of landscaping which forms part of these proposals as with most highway improvement projects. In this case a range of native species tree planting, hedgerow planting, grass seed mixes and wildflower meadow planting will be introduced.

What impact will the construction work have on the existing traffic?

A lot of the construction work involves widening of the existing infrastructure and can therefore be undertaken without disrupting the current traffic flow for the majority of the time. However, there will be times where the new work will need to be tied into the existing road layout and this will create some disruption during the construction period. Wherever possible this work will be undertaken at off-peak times.

The need for any road closures will be kept to an absolute minimum and will only be for short periods of time, generally overnight, for specific activities such as the final resurfacing work.

Will there be any night time working?

The majority of the construction work will be carried out during daylight hours, although there will be some work done at night. We will also keep noise and disruption to any nearby properties as low as possible. Access for emergency services will be maintained at all times.



**Decision Session - Executive Member for
Transport and Planning**

13 September 2018

Report of the Assistant Director, Transport,
Highways and Environment

Advertising Boards (“A” Boards) on the Public Highway**Summary**

1. The purpose of this report is to advise the Executive Member of the policy which was introduced in February 2017 which prohibited the placement of advertising boards and similar materials on the public highway, within the Business Improvement District (BID) boundary of the city centre.
2. This report includes a summary of how the policy has been implemented, with reference to the operation day to day and any enforcement work.
3. As part of the analysis of the policy further engagement with key stakeholders has been undertaken and this is included in the report.
4. Micklegate was designated as an exception within the zone due to its different physical characteristics (wider footways) and much lesser footfall. The report comments upon the licensing arrangements in place.
5. The final component relates to a review of advert board material outside of the city centre zone, this again being something required at the time of policy introduction.

Recommendations

6. It is recommended that the Executive Member approves:
 - 1) The continuation of the prohibition policy on ‘A’ Boards consistent with the policy and the geographical area remaining the same (BID boundary)

- 2) The continuation of the licensing procedures available to any business situated along Micklegate, as again defined in the policy street map. The licensing fee will be included in the annual review of fees and charges.
- 3) That outside of the BID boundary, no formal policy is introduced. However, in line with extant duty and responsibility (under the provisos of the Highways Act 1980 and the Equality Act 2010) that officers will continue to monitor and take any appropriate action with regards to 'A' Boards, considered to be impacting on the use of the public highway, in all other areas within the authority boundary.
- 4) Officers to ensure that the continuation of the policy within the BID boundary is communicated through appropriate channels, including directly with the BID, Make it York and York Retail Forum.

Reason: To continue to provide adequate control of the many and varied obstructions (particularly for those with impaired mobility for example, blind and/or partially sighted) temporarily located on the public highway. This taking into account of the Council's responsibilities under the Highways Act 1980, the Equality Act 2010 and Town & Country Planning Act 1990.

To mitigate the impact on the visual amenity of the conservation area and setting of the many listed buildings in the city centre.

To contribute to the removal of street clutter, improve the street scene and public realm.

Background

7. The prohibition policy was introduced within the city centre (consistent with BID boundary) in February 2017. In the initial weeks of it coming into place, officers engaged with a number of businesses who initially continued to place advert boards on the highway. The procedure put in place through the policy includes for an initial discussion/reminder; this is then followed with a formal approach/written letter.
8. On a relatively small number of occasions council officers have had to remove an advert board and invoice the business. The total number of boards removed in 17 months is less than 20.

9. Officers from both Network Management, along with colleagues from Community Safety undertook a series of walk arounds, during February and March 2017 to seek to embed the policy, this included polite reminders and dropping off copies of the policy.
10. It is fair to conclude that the vast majority of businesses complied with the policy from the early days of its inception. As a result, the officer resource required to monitor and engage with non compliance cases has reduced noticeably, however there continues to be a low level of cases were new boards appear or old ones re-appear. This is expected given that business premise ownership, management and staffing are prone to change and awareness of the policy is not always the primary focus. On a monthly basis, current non compliance, advert board removals and reminders are in the region of 10-15.
11. The policy also introduced the scope for special circumstances to be presented by a business, a key criteria being that they do not have a shop front (such as a business operating at first floor level). In these cases, dispensation is available subject to the specific details. There are a small number (under 10) of boards which satisfy the policy criteria and which are sited through a licence on the public highway, within the BID zone. This has included a few businesses which are advertising a service without premises.
12. A further example of dispensation was given the business not situated on a main thoroughfare, i.e. they are located on a snickle or alley. There have again only been a small number of businesses who have progressed a board licence for such purposes.
13. The policy also introduced the principle of shared (or city approved) advert boards. This was seen as a possible option for businesses to share a location, such as a wall mounted board (which could include business that are all situated in close proximity). There are presently no boards of this nature. This is probably due to the limited circumstances of such situations and also the difficulty in finding a suitable location for a shared board. Locations such as Gillygate were initially thought to be potential streets where businesses could take this option forward. A piece of land was indentified at the junction of Gillygate and Lord Mayors Walk and discussion took place with the small business federation who were representing the traders on Gillygate. However there has been no approach to officers at this time to progress possible options.

14. The only street for which a full exemption was authorised was Micklegate, which requires any business seeking an advert board to submit an application and if considered acceptable a license will be issued. There are presently 18 licensed boards on the street. The reasons for this exemption followed considerable analysis of the street, its usage and activity. Due to the much wider footways and lesser demand overall (fewer pedestrians) it was recommended that the placement of boards was unlikely to generate a safety, amenity or equality issue.

Policy Review

15. Analysis of the prohibition within the central zone, primarily through observation and monitoring, demonstrates a high level of compliance which therefore achieves the primary reasons for its introduction: to control the very noticeable degree of obstruction that had developed; reduce the impacts on visual amenity within the city's historic core and mitigate the impact of street scene clutter generally.
16. It appears that businesses have endeavoured to make adaptations to the change and some innovation is evident. That has been as simple as boards been sited inside the premises or often a smaller version in the door or window. Different methods of marketing have been witnessed and new technology playing a role in some examples (digital displays in windows/entrances).
17. Consistent with the work prior to the drawing up of the policy engagement has again been undertaken with representatives of some key stakeholders. A short questionnaire was sent to:
 - - York Civic Trust
 - – Make it York
 - – York BID
 - – York Retail Forum
 - – York Blind & Partially Sighted Society
 - – RNIB
 - – York Older Citizens Forum
 - - York Independent Living Network
18. Whilst the engagement bodies are limited, they represent a significant number of people, including the community at large. The response to the questionnaire (attached at Annex A) can be summarised that there remains a consensus that the prohibition within the BID boundary has

been positive with regards to accessibility, ease of movement and visual amenity. There is support for the continuation of the alternate formats offered in the policy, e.g. shared boards. Some responses were more circumspect.

19. It is considered that the removal of almost all advert boards has noticeably improved accessibility within the core streets. In addition the improvement on the historic environment and street scene is considered very positive. Prior to the prohibition, the usage of advert boards in many streets was creating an adverse level of obstruction of the public highway and placed the authority at risk of legal challenge with respect to equality legislation.
20. As a way to reference some wider economic concerns which were highlighted prior to the implementation of the policy (e.g. not having advert boards may have an impact upon overall footfall and spend), data collected by the council, has shown that the volume of people visiting the city centre has remained stable despite noticeable impacts across the retail sector nationally.
21. An additional short survey was forwarded to the Micklegate Traders Association representative. The survey is attached at Annex A. This sought to gather a response on whether the businesses have found the licensed approach to be something which they would wish to continue. There are over 50 businesses on the street. And currently there are 18 licensed boards. The view of the traders appears that most wish to continue to have a licence to allow 1 board as per the policy. There has not been a consensus however on the street, in that some businesses have not sought to use an advert board and others indicate that they will not for the time being. Officers have not received any complaints regarding boards being used inappropriately since February last year. Such as an alleged obstruction or not being sited in the approved location.

Outside of the city centre

22. The previous resolution sought an examination of the use of advert boards outside of the prohibition zone. Officers have looked at a wide range of streets and areas across the authority area. The focus of these surveys can be categorised as:
 - Main streets immediately adjacent to the prohibition zone, e.g. Bootham, Lawrence Street, Blossom Street and so on.

- The inter urban areas, such as Boroughbridge Road, Fulford Road, Hull Road, Bishopthorpe Road and so on.
- District Centres, Acomb, Haxby, Huntington.
- Non residential areas – commercial zones such as Clifton Moor, Monks Cross
- Inner and outer villages

23. The findings from this work are that advert boards are used by businesses and some communities (e.g. a form of village notice board) both within the immediate urban areas, the suburbs, commercial areas and the more rural areas and villages. However, the degree of use is rarely at a level and density which generates the same issues which were experienced within the very central area of the city, currently covered by the policy. From the officer surveys and ongoing observations, it is considered that the likelihood for obstruction to a footway, footpath or pedestrian area is limited, this being due to the reduced number of boards, increased highway space and lesser footfall overall.
24. Perhaps the highest levels of use of boards are noticed on the routes immediately adjacent (and outside) of the prohibition zone, being along the main arterial routes such as Bootham, Tadcaster Road, Hull Road and Fulford Road as examples. However as advised above, their placement has not been seen as presenting a likely hindrance to the safe use of the highway nor at a scale which has an oppressive visual or amenity impact.
25. Within the denser urban areas including the district centres which have many businesses, again advert boards are seen in use. In many situations these are sited clear of the footway, as more space is available, such as a verge or simply on private forecourts and land. Many examples exist however as with the arterial routes they are not considered to cause undue impact.
26. One impact that has been observed is the clustering of boards, this being not uncommon in some of the commercial areas; an example would be Clifton Moor. The grouping of boards or similar advertising appears to be used as a means to both highlight and lay a bread crumb trail to businesses that are located away from the main highway. It is felt that the primary issue to be aware of is the potential that these clusters either cause immediate obstruction of the footways or cycle ways or that they serve as a possible distraction to drivers. Again it is not considered on

balance that the level of usage would warrant any formal mitigation, through an extension to the current policy. As has always been and remains the case, the council, using its powers as local highway authority, can respond to situations it sees (or that are reported to it) and take appropriate action. This would involve a visit to the site and recording and if an advert board or clusters are considered to be creating an impact then they will be removed and the owner (if known) will be advised, together with the reasons. This practise is well established in the outer areas of the city and it is advocated that it remains.

27. The same advice is recommended to all parts of the city outside of the BID based city centre prohibition zone.
28. The sole exception (outside of the caveats in place such as a business at first floor) being the retention of the licensed approach for Micklegate. This approach has proven attractive to some businesses and it has served to manage the use of advent boards within the street. The use has not presented an unreasonable risk to users of the highway and the level of demand is acceptable in terms of visual amenity and clutter.
29. It is of course always feasible that this could be reviewed in the future and immediate action can still be followed with any business not acting in compliance with the policy.
30. **Community Impact Assessment** - the Executive previously required that the policy be subject to a CIA, this is attached as Annex B. The proposed policy has a positive impact on the quality of life indicators for several communities of identity. Including the elderly, carers of older or disabled people, disabled people and those with young children. This is because the policy significantly reduces the presence of 'A' Boards within the zone, meaning the negative impacts they create in obstructing, hindering, and creating general difficulty for access and mobility, will be mitigated. As the recommendation here is for the policy to remain in place, these benefits will continue.

Council Plan

31. This item contributes to the following priorities and objectives;
 - Everyone who lives in the city can enjoy its unique heritage and range of activities.
 - Visitors, businesses and residents are impressed with the quality of our city.

- Residents are protected from harm and vulnerable people feel safe.
- That we always consider the implications of our decisions, including in relation to health, communities and equalities.
- Use of evidenced based decision making.
- Engage with communities, listening to their views and taking them into account.

Implications

32.

Legal	The policy addresses the council's duties with respect to its Highway, Planning and Equality responsibilities.
Financial	The resourcing of the policy is fulfilled through officer activity within Network Management team, Transport Services. Fees will continue to apply for any licensed boards, in line with the policy. Or those subject to enforcement.
Human Resources	n/a.
Crime and Disorder	There are no crime and disorder implications
Sustainability	There are no sustainability implications
Equalities	<p>In considering this matter the Council must have regard to the public sector equality duty. In summary, those subject to the equality duty must, in the exercise of their functions, have due regard to the need to:</p> <p>a. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.</p>

	<p>b. Advance equality of opportunity between people who share a protected characteristic and those who do not.</p> <p>c. Foster good relations between people who share a protected characteristic and those who do not.</p> <p>The Act explains that having due regard for advancing equality involves:</p> <p>a. Removing or minimising disadvantages suffered by people due to their protected characteristics.</p> <p>b. Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.</p> <p>c. Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low</p> <p>The policy has previously been subject to a community impact assessment which demonstrates a positive impact from the proposals.</p>
Property	There are no property implications

Risk Management

33. In compliance with the Council’s risk management strategy there are no risks associated with the recommendations in this report.

Contact Details:

Author

Richard Bogg
Traffic & Highway Development Manager
Tel No. (01904) 551426

Chief Officer responsible for the report:

Neil Ferris, Corporate Director of
Economy and Place

Report Approved **Date** 28/08/2018

Wards Affected:

All

For further information please contact the author of the report

Background Papers

None

Annexes

Annex A – ‘A’ Board Questionnaire: City Centre and Micklegate Survey

Annex B – Community Impact Assessment

Annex A: 'A' Board questionnaires**The 'A' Board Policy and City Centre Prohibition**

1. Overall, do you consider that the substantial ban on 'A' Board use on the public highway has had a positive impact upon the accessibility and ease of movement within central streets?

Yes

No

Don't know

2. Would you agree that the ban was the right approach, reflecting upon the significant use of street advertising, balanced against the limited space offered in many streets and level of pedestrian activity that is experienced?

Yes

No

Don't know

3. Do you consider that the visual amenity of the streets has improved? (Do they look tidier?)

Yes

No

4. Do you consider that the ban will have had a positive or negative impact upon the level of footfall (number of pedestrians) and thus people visiting and shopping within the city centre?

Positive

Negative

Don't know

1

If yes, can this be evidenced as directly attributable?

5. Do you think that the ban has had a negative impact upon any businesses in the city centre?

Yes

No

Don't know

6. Do you consider that the ban should continue as a formalised council policy position?

Yes

No

Don't know

7. Do you consider that further measures such as the *Shared Board should remain an option for businesses to consider?

**A board placed off the highway, for example, on the edge of a lane, which includes the names of the businesses on the lane.*

Yes

No

Don't know

Micklegate Questionnaire

1. Have you sought licence for an 'A' Board outside of your premises?

If no, can you outline the reasons why?

Yes

No

2. If the licensed approach continues, will you apply for a licence?

Yes

No

Don't know

If yes, are you able to evidence this?

3. Do you consider that the use of an 'A' Board has had an impact upon your business?

Yes

No

SECTION 1: CIA SUMMARY

Community Impact Assessment: Summary

1. Name of service, policy, function or criteria being assessed:

'A' Board policy (covering 'A' Boards and other advertising materials/apparatus).

2. What are the main objectives or aims of the service/policy/function/criteria?

To provide a clear, consistent and reasoned policy approach to 'A Boards in the city centre (see map), to control and manage the impacts they generate.

3. Name and Job Title of person completing assessment:

Richard Bogg, Highway Development and Traffic Manager

4. Have any impacts been Identified? (Yes/No)

Yes

Community of Identity affected:

Age; Carers of Older or Disabled people; Disability

Summary of impact:

'A' Boards can present an obstruction of the public highway and as such hinder the safe movement of the most vulnerable. It is important that the city centre is freely available for all users and the policy gives particular weight to the needs of pedestrians and it will significantly reduce accessibility issues for our communities of interest.

A new policy is being introduced to regulate and manage ('A' board usage). Groups/organisations will be informed of the new policy through an awareness campaign

5. Date CIA completed: 13/06/16**6. Signed off by:**

7. I am satisfied that this service/policy/function has been successfully impact assessed.

Name:

Position:

Date:		
8. Decision-making body: The Executive	Date: 25/08/16	Decision Details:
Send the completed signed off document to ciasubmission@york.gov.uk It will be published on the intranet, as well as on the council website. Actions arising from the Assessments will be logged on Verto and progress updates will be required		

Community Impact Assessment (CIA)

Community Impact Assessment Title:
'A' Boards Policy

What evidence is available to suggest that the proposed service, policy, function or criteria could have a negative (N), positive (P) or no (None) effect on quality of life outcomes? (Refer to guidance for further details)

Can negative impacts be justified? For example: improving community cohesion; complying with other legislation or enforcement duties; taking positive action to address imbalances or under-representation; needing to target a particular community or group e.g. older people. NB. Lack of financial resources alone is NOT justification!

Community of Identity: Age

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Stakeholder Consultation has taken place, with representatives of York Older Peoples Assembly and York Access Group.	Access to services; Individual, family and social life	P	
Details of Impact	<i>Can negative impacts be</i>	Reason/Action	Lead Officer
			Completion

	<i>justified?</i>			Date
<p>Negative: Presently 'A' Boards are tolerated in the city; this creates many issues for access when walking within the core shopping areas, with boards presenting an obstruction and hazard; these problems can be exacerbated for frail/elderly people who may require aids/support or indeed those with children in buggies/pushchairs.</p>	<p>No, impacts are of a scale considered largely to be unreasonable.</p>	<p>Positive: the proposed policy will substantially reduce the presence of regular boards within the city centre streets; and will prescribe a clear set of criteria for those which could be subject to a licence. Groups/organisations will be informed of the new policy through an awareness campaign</p>	<p>Richard Bogg</p>	<p>Date when policy is implemented; anticipated August 2016; with 6 month implementation period.</p>

Community of Identity: Carers of Older or Disabled People

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Stakeholder Consultation has taken place, with representatives of YOPA, YAG and York Blind & partially Sighted Society.		Access to services; Individual, family and social life	P	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
Negative: Presently 'A' Boards are tolerated in the city; this creates many issues for access when walking within the core shopping areas, this being potentially more difficult for carers of disabled adults and children, who for example may have additional equipment, mobility aids or are simply in a larger group, which generates increased challenges with access and movement within busy street environments.	No, impacts are of a scale which is unreasonable.	Positive: the proposed policy will substantially reduce the presence of regular boards within the streets; and will prescribe a clear set of criteria for those which could be subject to a licence. Groups/organisations will be informed of the new policy through an awareness campaign.	Richard Bogg	As above

Community of Identity: Disability

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Stakeholder Consultation has taken place, with representatives of YOPA, YAG and York Blind & Partially Sighted Society.		Access to services; Individual, family and social life	P	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
Negative: Presently 'A' Boards are tolerated in the city; this creates many issues for disabled people access when moving within the core shopping areas, with boards presenting a particular hazard for example to those with impaired sight/vision, who have to navigate increasing numbers of temporary advertising materials, which are sited randomly, often close the building line, which is the regular space/routes used by people with such disabilities, as it should provide a greater level of safety, comfort and thus increase confidence .	No, impacts are of a scale which is unreasonable.	Positive: the proposed policy will substantially reduce the presence of regular boards within the streets; And will prescribe a clear set of criteria for those which could be subject to a licence. Groups/organisations will be informed of the new policy through an awareness campaign.	Richard Bogg	As above

Community of Identity: Gender

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
			None	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Community of Identity: Gender Reassignment

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
			None	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Community of Identity: Marriage & Civil Partnership

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
			None	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Community of Identity: Pregnancy / Maternity

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
<p>Whilst Consultation has not been undertaken with this CoI, the issue of obstruction is considered to present a genuine issue for people with prams/pushchairs, as the ease to manoeuvre within the streets is negatively impacted by 'A' Boards.</p>		<p>Access to services; Individual, family and social life</p>	<p>P</p>	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
<p>Negative: Presently 'A' Boards are tolerated in the city; this creates many issues for access when walking within the core shopping areas, with boards presenting an obstruction and hazard; this will increase when having to manoeuvre prams, buggies, push chairs or walking with small children/toddlers.</p>	<p>No, impacts are of a scale which is unreasonable</p>	<p>Positive: the proposed policy will substantially reduce the presence of regular boards within the streets.</p>	<p>Richard Bogg</p>	<p>As above</p>

Community of Identity: Race

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
			None	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Community of Identity: Religion / Spirituality / Belief

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
			None	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Community of Identity: Sexual Orientation

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
			None	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

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**Decision Session – Executive Member for
Transport and Planning**

13 September 2018

Report of the Assistant Director, Transport, Highways and Environment

Hempland Avenue - Speed Management Scheme**Summary**

1. This report presents options to address concerns about the speed of vehicles on Hempland Avenue.

Recommendations

2. The Executive Member is asked to:

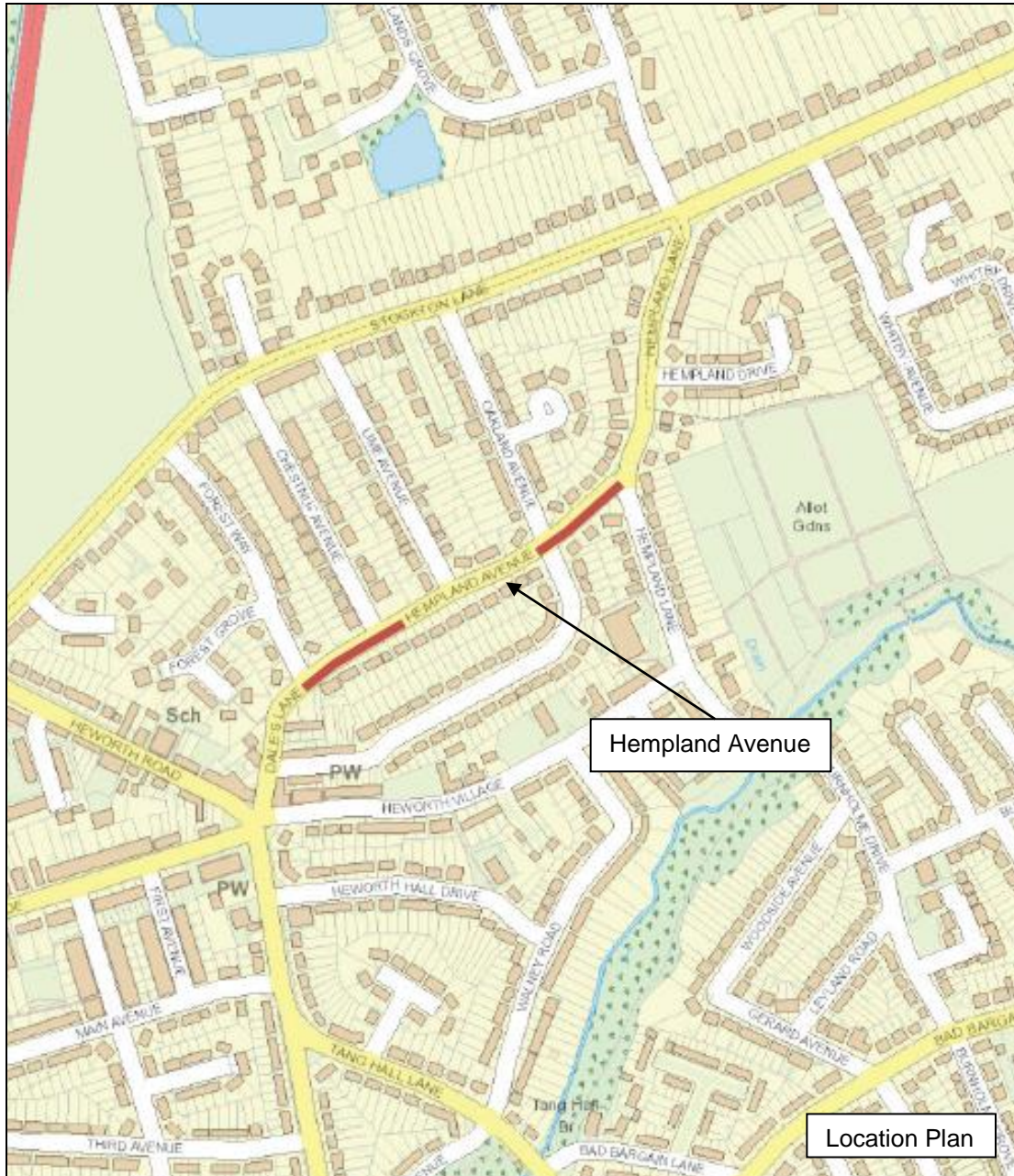
Approve Option 3, junction realignment only. Progress the scheme to consultation with local residents, ward members and other local interest groups. Any objections to be reported back to a future Executive Member for Transport and Planning Decision Session for a decision on implementation.

Reason: To provide a suitable speed reduction measure which can be monitored post implementation without introducing potentially unpopular vertical traffic calming measures or extra sign clutter within an existing 20mph limit.

Background

3. The Council has previously determined that this location should be a 20mph road.
4. Hempland Avenue was referred to the Transport Projects team for investigation via the Speed Management Partnership following a review of speed data. The speed limit on Hempland Avenue is 20mph. The results of the speed survey show mean speeds within the guidelines for a 20mph limit. The 85th percentile speeds are slightly higher with a recorded Eastbound speed of 24mph, and Westbound speeds of 26mph

which is a little high. 68% of the vehicles travelling on Hempland Avenue are exceeding the posted speed limit. Casualty accident records show there have been no injury accidents on Hempland Avenue in the last 3 years.



5. To address the concerns about vehicle speeds a scheme was developed as shown in **Annex A** and issued for consultation with relevant CYC officers and local ward members. This scheme comprises:
 - Installation of four '20' roundel markings along Hempland Avenue, one being at the eastern gateway.

- Installation of three '20' repeater signs to be located on existing lighting columns.
- Installation of '20' roundel marking at Dale's Lane junction with Heworth Road.
- Realignment of kerbs at the junction with Hempland Lane, to narrow the mouth of the junction. This aims to make the right turn onto Hempland Avenue more acute and therefore slow vehicles down when making the turn reducing westbound speeds along the rest of Hempland Avenue.

Estimated cost - £17k

6. During consultation, a concern was raised that the proposal would increase the level of signage clutter in the area.
7. Following discussion with officers a decision was taken to consider and present alternative scheme options which do not include additional signing or markings associated with the 20 mph limit. The alternative scheme shown in **Annex B** was then developed which comprises:
 - Installation of five full width road humps.
 - Realignment of kerbs at the junction with Hempland Lane, to narrow the mouth of the junction. This aims to make the right turn onto Hempland Avenue more acute and therefore slow vehicles down when making the turn and hopefully reduce westbound speeds along the rest of Hempland Avenue.

Estimated cost - £45k

Consultation

8. Consultation was only undertaken for the option shown in **Annex A**. Responses are recorded below with officer responses as required.
9. Principal Engineer – Highways Maintenance: Questioned whether a dropped crossing with tactile paving will be provided at the junction of Hempland Avenue and Hempland Lane when the kerbs are realigned at the junction mouth.
10. Officer Response: Dropped crossing with tactile paving will be provided but was not shown on the consultation drawing. It is included on the Annexes provided.

11. Cllr. C. Funnell: Approves of the signing and junction realignment scheme (**Annex A**).

Options

12. Option 1: approve the junction realignment and signing scheme shown in **Annex A**.
13. Option 2: approve the junction realignment and traffic calming scheme shown in **Annex B** and provide further funding allocation to progress.
14. Option 3: approve the junction realignment only.
15. In all cases, approve the option to proceed to consultation with local residents, ward members and other local interest groups. Any objections to be reported back to a future Executive Member for Transport and Planning Decision Session for a decision on implementation.

Analysis

16. A significant factor in the higher vehicle speeds on Hempland Avenue is the junction with Hempland Lane. The current alignment allows right turning vehicles to enter Hempland Avenue with little to no reduction in speed if there are no vehicles approaching the junction from the south. Therefore, the realignment of the junction should help to reduce the westbound vehicle speeds and is considered beneficial with or without the other scheme elements.
17. Hempland Lane is a through route for eastbound traffic only, westbound traffic can only proceed as far as Forest Way due to the one way section of Dales Lane. Eastbound drivers are possibly choosing this route to reduce their journey times by avoiding more congested routes, therefore signing and lining may have minimal impact. Local users who are already aware of the 20mph limit are also unlikely to change their habits due to additional signing alone.
18. Providing traffic calming (Option 2) would have a greater impact on vehicle speeds, however it is expensive and may be difficult to justify in value for money terms. This option is also not affordable from the 2018/19 budget allocations. If the Executive Member favours the progression of the traffic calming option, additional funding would need to be allocated as the estimated cost of the option exceeds the current budget available in the 2018/19 programme. The introduction of vertical

traffic calming measures is also likely to be unpopular with local residents.

19. The junction improvements could be undertaken without any of the supporting measures of options 1 or 2. This reduces the required budget to £16k but may only have limited impact close to the junction area. This element of the scheme could be progressed and then monitored to review the impact of the scheme. This review would then be shared with the Speed Management Partnership for them to decide if further action is required such as option 1 and 2.

Council Plan

20. This section explains how the proposals relate to the Council's 3 key priorities, as set out in the Council's Plan 2015-19.

Key Priority - a council that listens to residents - to ensure it delivers the services they want and works in partnership with local communities.

The Speed Management Partnership is based solely on investigating complaints from residents, all options presented include consultation with local residents and their representatives to ensure their views are leading the decisions made.

Implications

21. The following implications have been considered:

- **Financial** – The scheme costs of the recommended option have been estimated at £16,000 including staff costs. This is affordable from the safety schemes budget in the 18/19 capital programme.
- **Human Resources (HR)** - There are no HR implications.
- **One Planet Council / Equalities** - There are no One Planet Council / equalities implications.
- **Legal** - There are no legal implications.
- **Crime and Disorder** - There are no crime and disorder implications.
- **Information Technology (IT)** - There are no IT implications.
- **Property** - There are no property implications.

Risk Management

22. In compliance with the Council's risk management strategy, the following risks associated with the recommendation in this report have been identified and described in the following points, and set out in the table below:
23. Authority reputation – This risk is in connection with the public perception of the Council if the recommended scheme doesn't significantly reduce speeds and is assessed at 8.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Unlikely	8

24. It is recognised that the Option 3 recommendation in the report may not have a significant impact on vehicle speeds along the full length of the road, however the other options could be introduced at a later date if required.

Contact Details

Author:

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Engineer
Transport Projects
Tel No. 01904 553496

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director – Economy and Place

Report Date 05/09/18
Approved

Wards Affected: Heworth

For further information please contact the author of the report

Background Papers

None

Annexes

Annex A – Option 1 - *junction realignment and signing scheme*

Annex B – Option 2 - *junction realignment and traffic calming scheme*

List of Abbreviations Used in this Report

CYC – City of York Council

SMP – Speed Management Partnership

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ANNEX A

REALIGNMENT OF THE KERB TO NARROW THE MOUTH OF THE JUNCTION

INSTALL '20' ROUND EL MARKING

INSTALL '20' REPEATER SIGN ON LC3

EXISTING '20' SPEED LIMIT SIGN

INSTALL '20' REPEATER SIGN ON LC1

INSTALL '20' ROUND EL MARKING

INSTALL '20' ROUND EL MARKING

OPTION 1

EXISTING '20' REPEATER SIGN

INSTALL '20' REPEATER SIGN ON LC6

EXISTING '20' REPEATER SIGN

INSTALL '20' ROUND EL MARKING

NOTES:

Sign Detail



Sign Reference	300mm repeater
Height	300mm
Width	300mm
Area	0.07 m ²
Material	Class RA2 (12899-1:2007)
Mount Height	2300
* Area reduced for rounded corners.	

KEY:-

- PROPOSED SPEED HUMPS
- PROPOSED TACTILE PAVING
- PROPOSED HALF BATTER KERBS
- PROPOSED DROPPED KERBS
- PROPOSED TRANSITION KERBS
- PROPOSED EDGING KERBS

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Revision	By	Checked	Approved	Date	Description



Transport Projects
Eco Dept, Head Court, James Street, York, YO11 3DS
www.york.gov.uk

Project
Hempland Avenue
SMS 17/18

Drawing
Signing, Lining and
Kerb Realignment

Drawn by AW Date: Dec 2017
Checked by BP Date: 18-12-2017
Authorised by Date:

Drawing No. TP-170011-OPT01 Revision

Drawing Scale: AS SHOWN A3

CAD Filename: Plot Scale:

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





Scale 1:500

Scale 1:1000

REALIGNMENT OF THE KERB TO NARROW THE MOUTH OF THE JUNCTION

ANNEX B

OPTION 2

- NOTES:**
- KEY:-
-  PROPOSED SPEED HUMPS
 -  PROPOSED TACTILE PAVING
 -  PROPOSED HALF BATTER KERBS
 -  PROPOSED DROPPED KERBS
 -  PROPOSED TRANSITION KERBS
 -  PROPOSED EDGING KERBS

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[Empty Box]					
Revision	By	Checked	Approved	Date	Description



Project
 Hempland Avenue
 SMS 17/18

Drawing
 Proposed Road Humps
 and Kerb Realignment

Drawn by AW Date: Aug 17
 Checked by Date:
 Authorised by Date:

Drawing No. Revision
 TP-170011-0PT02

Drawing Scale: AS SHOWN A3
 CAD Filename: Plot Scale:

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**Decision Session – Executive Member of
Transport and Planning**

13 September 2018

Report of Assistant Director, Transport, Highways and Environment

**Public Rights of Way – Proposed improvements to the rights of way
network in the vicinity of Knapton****Summary**

1. A request for authorisation to make concurrent extinguishment and creation orders under sections 118 and 26 of the Highways Act 1980, to extinguish Public Footpath, Knapton No 2 and create a new bridleway linking Main Street, Knapton to the southern end of North Field Lane, utilising the current underpass to cross the A1237 (Annex 1: Location Plan and Annex 2: Proposed Order Plan).
2. The proposal will provide a safer crossing of the A1237 and will form the final stage of an off-road walking, riding and cycling route that will link Rufforth, Knapton, Acomb, Upper Poppleton and the Northfield Lane business parks.

Recommendations

3. The Executive Member is asked to:
 - 1) Authorise the making of concurrent extinguishment and creation orders under sections 118 and 26 of the Highways Act 1980. If no objections are received, or are received and withdrawn, to authorise the confirmation of the orders as unopposed orders. If objections are received and not withdrawn to bring the proposal back to Decision Session for further consideration.

Reason: To legally put in place the proposed improvements.

Background

4. In September 2002 the council, through a Committee decision, authorised the making of public path orders to legally affect changes to the rights of way network in the vicinity of the then council owned New Farm, Knapton, York. Unfortunately, although Committee authorisation was given for the Orders to be made, the scheme was shelved due to delays relating to the sale of New House Farm site (now New House Covert), and then again due to lack of resources to take the scheme forward.
5. New House Farm was eventually sold in March 2006. Planning consent (ref 01/02582/GRG3) was given for the conversion of 3 barns on the site to be converted to 3 dwellings. The remainder of the site was granted outline consent for residential development (ref 00/02186/GRG3). A condition of the above consent required the provision on the ground of the committee authorised bridleway along the development's private access road from Main Street through to the council owned fields beyond (Condition 13: details of highway works). The highway details were given approval in January 2010.
6. A second period of pre-order consultation was then carried out in 2011 during which an objection was received. The proposal was amended in light of this objection and a further period of pre-order consultation was carried out, during which another objection was received from a local user group. Although the objection was eventually withdrawn the proposal could again not be taken forward as the funding for the works had lapsed.
7. Funding for the scheme has now been allocated from the Transport Capital Programme as part of the ongoing improvements to the A1237. In brief, the proposal is to create a new bridleway link (bold dashed line) between the village of Knapton and North Moor Lane, which will utilise the existing ringroad underpass in the vicinity of the village allotments (Annex 2: Proposed Order Plan).
8. It is then proposed to concurrently extinguish the existing public footpath (bold solid black line) that links Knapton Main Street with Moor Lane bridleway and which crosses the A1237 at grade.
9. In order to encourage the greatest number of users, the proposed new bridleway will have a dual surface that will allow year round, all-weather use. Where there is currently a natural surface, the path will be constructed with a 2 metre wide conventional bitumen macadam (bitmac) surface with an adjacent 2 metre wide firm, but unsealed path for use by

horses. The proposed 4 metre wide path will have 0.5 metre wide verges on either side with fenced or hedged boundaries. The path will be constructed to allow access for maintenance vehicles. A section that also needs to accommodate occasional use by farm traffic will be built to a suitable specification. Suitable barriers will be installed at either end to prevent unauthorised use of the path by vehicles and ensure the safety of people using it.

Consultation

10. Due to the time that has elapsed since the last period of pre-order consultation (2011) a further, shorter, period of consultation has recently been carried out (Annex 3: Consultation responses). No objections have been received.
11. Ward Councillors and Group Spokespersons have been consulted in respect of the proposal:
 - Councillor I Gillies: *'Happy to support Option 1'*.
 - Councillor C Steward: No comments received.
 - Councillor A D'Agorne: No comments received.
 - Councillor S Barnes: No comments received.
 - Councillor S Fenton: No comments received.
12. A further period of statutory consultation (28 days) will commence should authorisation be granted to make the orders under s26 and s118 of the Highways Act 1980.

Options

- 1) Authorise the making of concurrent extinguishment and creation orders under sections 118 and 26 of the Highways Act 1980. If no objections are received, or are received and withdrawn, to authorise the confirmation of the orders as unopposed orders. If objections are received and not withdrawn to bring the proposal back to Decision Session for further consideration.
- 2) Do not authorise the making of the orders and abandon the scheme.

Analysis

13. Option 1 will legally put in place the proposed improvements. The creation of the new bridleway, utilising the existing ringroad underpass will provide a safer method of crossing the A1237 for walkers, horse riders and cyclists. Currently the only way for all users to cross the ring road is by using the central pedestrian refuge located at the junction with Knapton Main Street and the ringroad. This crossing is widely considered to be unsuitable due to more than 20,000 vehicles using this section of the ringroad each day.
14. At the same time the council will extinguish the existing public footpath that links Knapton Main Street with Moor Lane bridleway. This footpath requires walkers to cross the A1237 at grade. Although irrelevant to the legislative requirements that need to be met when extinguishing a public right of way, it should be noted that the footpath has been unusable for many years from the Knapton end because it has been obstructed by a garage where it leaves Main Street.
15. As well as providing a safer and more convenient crossing of the A1237, the creation of the bridleway will open up this part of the rights of way network to more users because bridleways are open to horse riders and cyclists as well as walkers. The proposed surface treatment will also provide a more accessible surface for all users. The addition of this bridleway will mean that the existing public footpath will no longer be needed therefore meeting the criteria set out by section 118 of the Highways Act 1980.
16. If the scheme goes ahead, the new bridleway will provide the final section of the long awaited off-road cycle route linking Rufforth with Knapton and the wider area such as Acomb, York city centre, and the Northminster and Oakwood Business Parks. This will enable more sustainable modes of travel to and from these locations.
17. It should be noted that, there is a provision in the Highways Act 1980 s28 for the payment of compensation to anyone who is able to show that the value of his interest in land is depreciated, or that he has suffered damage by being disturbed in his enjoyment of land as a consequence of a creation order. Compensation may also be payable consequent on the coming into operation of an extinguishment order, to which the provisions of s28 are also applied by s121(2).

18. It should be noted that the proposal is for concurrent extinguishment and creation orders to be made. If the proposal is successful, the extinguishment of the footpath will compensate the landowner for any loss of land as a result of the construction of the new bridleway. If objections are received to one of the orders and they cannot be resolved, the other order will not be confirmed and the scheme will not go ahead. With regard to other landowners affected by the extinguishment of the path, there will be no detrimental effect on the land this path serves as a result of it being extinguished.
19. Option 2 will mean that the proposed scheme will not go ahead and the current at grade crossing of the ring road for walkers via the public footpath and for all users at the pedestrian refuge will continue.

Council Plan

20. As set out in the Council Plan 2015-19: One of our key priorities is to work towards “A Prosperous City for all: Where local businesses can thrive and residents have good quality jobs, housing and opportunities.
21. One of the aims is to have; Efficient and affordable transport links that enable residents and businesses to access key services and opportunities. This will be met through:
 - Steps taken to improve air quality
 - Continued inward investment in transport

In the next 4 years we will: Work to ensure York gets the best deal from all regional partners, including in relation to investment in transport infrastructure.

22. The authorisation of the making of the legal orders required to put the route on the ground, will ensure the scheme will be contributing to the above aims and 4 year work programme. Especially in regard to improving air quality by encouraging more sustainable modes of transport through the provision of a quality off-road walking and cycling route, sections of which have been funded by regional funding streams.

23. Implications

- **Financial** The scheme has an allocation in the Capital Funding Programme, which will fund both the legal orders required, officer time and the construction of the bridleway.

The council as highway authority will be responsible for the maintenance of the surface of the new bridleway, including the culvert bridge and any barriers/path furniture. Any adjacent hedging and fencing will be maintained by the landowners. The section of the route through New House Covert will continue to be privately maintained.

Should objections be received to either Order and should the council decide to continue with it, the Order would be referred to the Secretary of State for determination. This may lead to a Public Inquiry or Hearing which the council will be required to fund. Approximate cost £3,000 to £5,000.

- **Human Resources (HR)** Scheme to be delivered using existing resources.
- **One Planet Council / Equalities** See Annex 4: Community Impact Assessment.
- **Legal** Under the Highways Act 1980 the council, as highway authority, has powers to extinguish and create footpaths, bridleways and restricted byways.

When creating a right of way under s26 the authority must be satisfied that it is expedient that a path should be created. In considering the matter it must have regard to the extent to which the path or way would add to the convenience or enjoyment of a substantial section of the public, or to the convenience of persons resident in the area. It must also have regard to the effect that the creation would have on the rights of persons interested in the land, and in doing so should take into account the provisions in s28 under which compensation may be payable. It must also have regard to the needs of agriculture, forestry, and the desirability of conserving flora, fauna and geographical and physiographical features. Before confirming a creation order the council must have regard to any material provision of the council's rights of way improvement plan.

When making a public path extinguishment order under s118 the council can have only one reason in law and that is that it appears to it expedient on the ground that the footpath is not needed for public use. If there are no outstanding objections to the making of the order, the council when considering whether to confirm the order needs to consider whether it is expedient to do so having regard to the extent to which it appears that the footpath is likely to be used by the public and

having regard to the effect which the extinguishment would have on the land crossed by the footpath, account being taken of the provision as to compensation contained in s28. The council must also have regard to any material provision of a rights of way improvement plan prepared by the council.

S118 also allows extinguishment orders to be considered concurrently with creation orders. If considered concurrently the orders must each stand on their own. S118(5) provides that where an extinguishment order is being considered concurrently with a creation order then in considering the extent to which the path the subject of the order would be likely to be used by the public the council may (but not must) have regard to the extent to which the creation would provide an alternative path.

It is regarded that this proposal meets the requirements of the above legislation (see Analysis paras 12-16).

- **Crime and Disorder:** It is proposed to install appropriate barriers will be placed at either end of the path to prevent unlawful use.
- **Information Technology (IT):** There are no known IT implications
- **Property:** The new bridleway route will cross council owned land which is the subject of leases which will have to be renegotiated with the occupiers to allow for the implementation of the proposals, see Annex 5: Property map.
- **Other** There are no other known implications

Risk Management

24. In compliance with the authority's Risk Management Strategy, Option A is subject to internal budgetary pressures relating to ongoing maintenance of the new route.

Contact Details

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Rights of Way officer
Transport Service
Tel No.01904 551481

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report **Date** 05.09.18
Approved

Specialist Implications Officer(s)

Implication: Financial
Patrick Looker
Finance Manager
Tel No. 01904 551633

Implication: Legal
Sandra Branigan
Senior Solicitor
Tel No. 01904 551440

Implication: Property
Nicholas Collins
Property Manager - Commercial
Tel No: 01904 552167

Wards Affected: Rural West York Ward

For further information please contact the author of the report

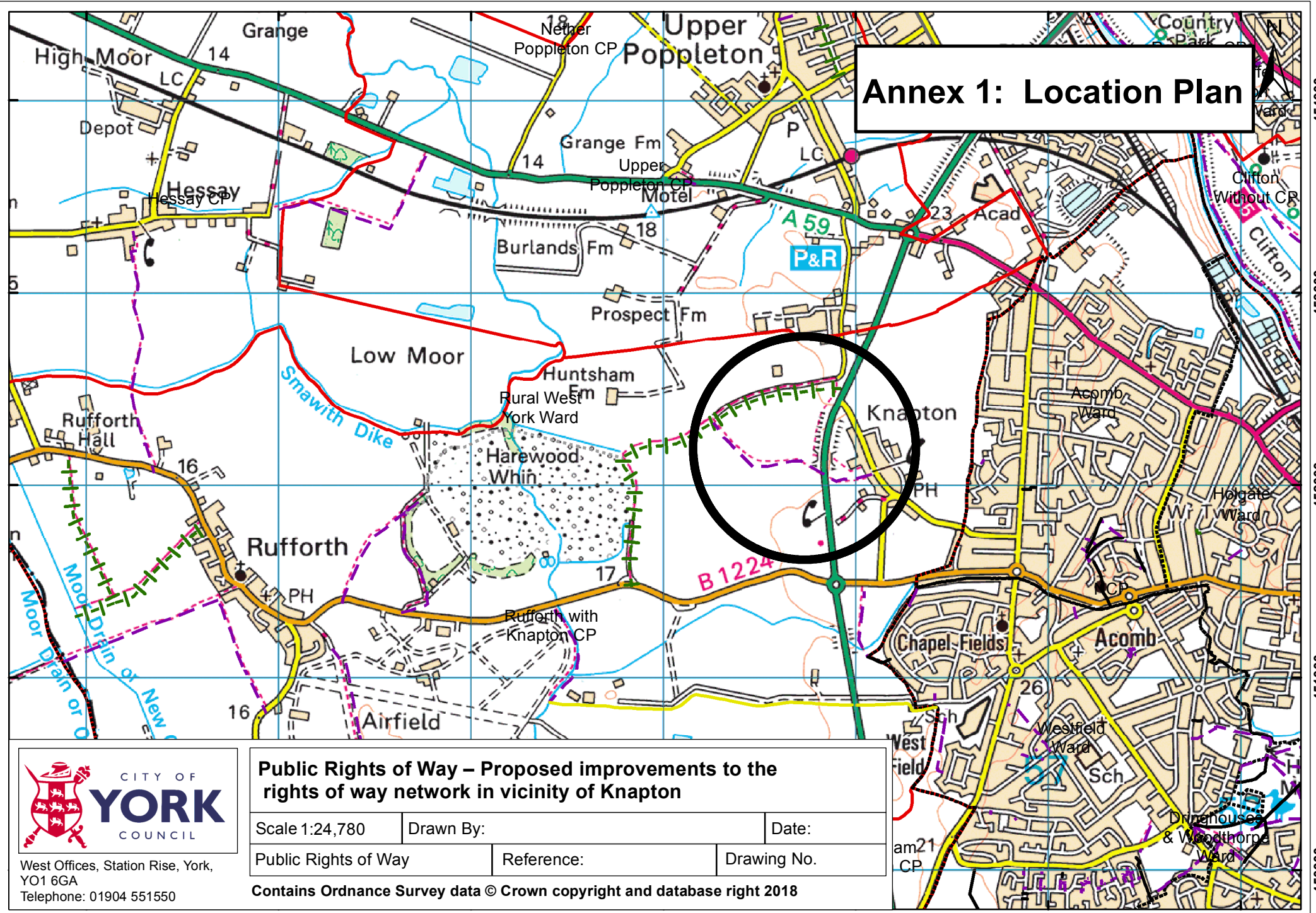
Background Papers:

Highways Act 1980 s26 and s118
Planning Ref: 01/02582/GRG3
Planning Ref: 00/02186/GRG3

Annexes

Annex 1: Location Plan
Annex 2: Proposed Order Plan
Annex 3: Consultation Responses
Annex 4: Community Impact Assessment
Annex 5: Property Map

Annex 1: Location Plan



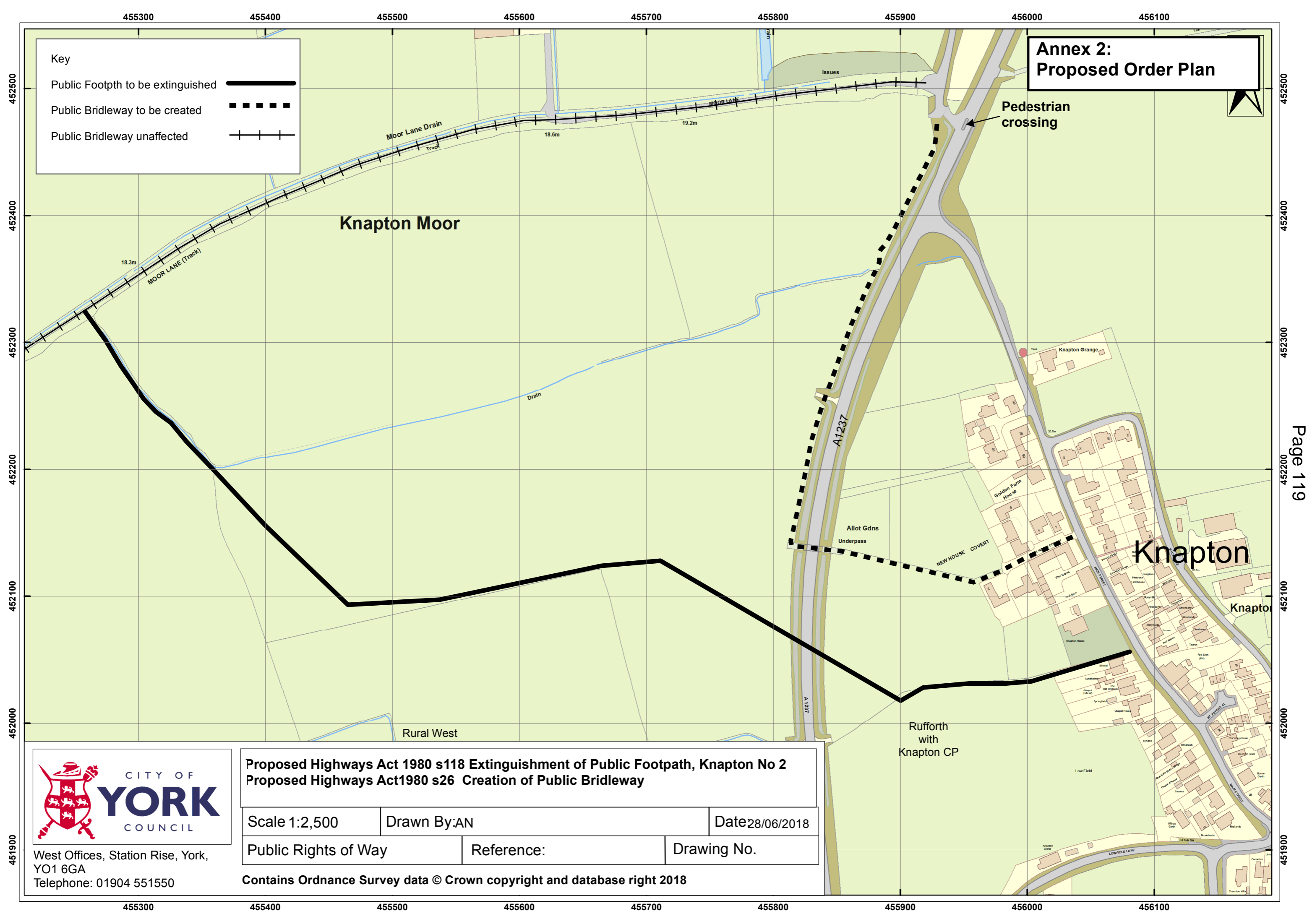
West Offices, Station Rise, York,
YO1 6GA
Telephone: 01904 551550

Public Rights of Way – Proposed improvements to the rights of way network in vicinity of Knapton

Scale 1:24,780	Drawn By:	Date:
Public Rights of Way	Reference:	Drawing No.

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**Annex 2:
Proposed Order Plan**

Key

- Public Footpath to be extinguished
- Public Bridleway to be created
- Public Bridleway unaffected



West Offices, Station Rise, York,
YO1 6GA
Telephone: 01904 551550

Proposed Highways Act 1980 s118 Extinguishment of Public Footpath, Knapton No 2
Proposed Highways Act 1980 s26 Creation of Public Bridleway

Scale 1:2,500	Drawn By:AN	Date 28/06/2018
Public Rights of Way	Reference:	Drawing No.

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Annex 3: Pre-Order Consultation Responses

BHS Access Officer - *the BHS thoroughly supports this multi user solution to enable more people by all non motorised means of accessing the countryside on the outskirts of York. Thank you for all your efforts in this and we look forward to the finished results.*

Byways and Bridleways Trust - *I am delighted that there is now a chance of creating a safe bridleway link across the ring road, and hope you can bring it to pass. The specification is adequate. On behalf of the Byways and Bridleways Trust I give the scheme my full support.*

York Ramblers Footpath Secretary - *We had accepted this in principle at our last York ramblers Group Footpath sub-committee meeting in May.*

Not had chance to look at the details, but wish to point out that the current crossing point was constructed for cyclists and horse riders, not just pedestrians. If this refuge is considered dangerous for users, what about those footpath & bridleway crossings where there are no refuges? It is infinitely safer than no refuge and has certainly improved access to Poppleton and Moor Lane from Knapton and Acomb. Not everyone likes using underpasses and the existing refuge should be retained.

Officer comment: the current crossing is widely considered to be unsuitable, especially for horses and cyclists. The current refuge will remain in place.

Does it need fencing on both sides of the path? Hopefully there will be no hedging on the field side of the proposed route, to avoid a tunnel effect. Who looks after the existing roadside hedging, CYC or Mr Lancaster? We assume it is CYC, but may be wrong.

Officer comment: The current farmer maintains the hedge that runs along the road and it is understood, will be also maintain the new hedge and fencing; a decent width for the new bridleway has been allowed, to ensure this is possible. As well as providing additional valuable habitat for wildlife, the new boundary features will help prevent trespass on to adjacent land, which is a concern for the farmer.

We understand the field access from the Outer Ring Road is to be closed, as part of this scheme, with consequent changes to the ground levels hereabouts.

Officer comment: It is planned to remove the field access off the A1237 and change the levels so it is more suitable for the bridleway.

Where will the path go in relation to the electricity pole and tensioner(s)?
Officer comment: The bridleway will smoothly skirt round the telegraph pole straining wires. We did look at getting them moved but were advised that it would be too costly.

We believe part of the path from the Village Street towards the underpass is already a Definitive Bridleway, but not shown as such on the York Local View mapping.

Officer comment: There is no bridleway recorded on the Definitive Map and Statement at Knapton village. I am aware that it appeared on Ordnance Survey mapping and LocalView for a time. But it has been removed due to the fact that it was incorrect. It is not known why it was recorded by Ordnance Survey as no legal orders have been made and we have not informed them of any changes at this location. It was actually shown on a different alignment on both documents to the one that has always been proposed.

New House Covert resident - *As a resident of The Covert, located on the entry, we have a number of concerns and queries about the proposal.*

Barrier - We assume there will be no barrier at the entrance to The Covert, but that it will be positioned at the rear, after the block paving at the entrance to the field.

Officer comment: a barrier will be placed at the entrance to the field, after the block paving.

Safety - of residents and users of the bridleway is of paramount importance. There are still a large number of speeding drivers using Knapton Main Street as rat run, increasing activity at the entrance of The Covert, and the likelihood of a serious accident to users of the bridleway, exiting onto Main Street. Residents are aware of the danger and take extra precautions, but suitable signage and possibly a well positioned mirror may alleviate the risk. Open access to our drive is on both Main Street and near the entrance to The Covert. Currently, paperboys use our drive as a short cut. An increase in this activity is totally unacceptable as our safety and that of our pet dog is important. As a private development, children play in The Covert and dogs are allowed an element of freedom. Horses passing through The Covert may

be startled by the dogs, whilst dog owners will do their best to avoid this, they will not wish to enter into conflict with horse riders, after all, the dogs have been here longer than the bridleway. Nor would we expect to change our lifestyle and freedom of the children to accommodate increased activity from cyclists, walkers and horse riders.

Officer comment: The bridleway will be signed with a wooden finger post where it leaves Main Street. I understand that the request for a highway mirror would not be supported by the authority.

With regards to people using the drive as a short cut, the bridleway sign will clearly show users where the bridleway legally leaves the road. Any other route across private land is trespass against the owners of the land and is a civil matter ie between the landowner and whoever is committing trespass.

Bridleways often pass through farms yards and developments where there are dogs and children, and horse riders are aware of the possibility of their presence. There shouldn't be a problem in this regard, nor should there be a need for a change in lifestyle of residents as a result of the bridleway.

Definition of bridleway - It is important that access via The Covert is clearly defined, to avoid transit users passing close to houses and driveways where there may be reversing cars.

Officer comment: The route will have a directional signpost off Main Street and will be clearly way-marked. A condition of the original planning consent was the provision of a bridleway along the private New House Covert. The bridleway was delineated on the ground by different surface treatment (channel).

Dog/Horse fouling within The Covert - There is an ongoing issue with the recreation field at the rear of The Covert, particularly around the use by dogs and the depositing of dog mess. This will be compounded by dogs and horses, accessing through The Covert. What will be done to ensure cleanliness within The Covert (a private development) and who will be responsible for clearing up horse mess?

Officer comment: As the bridleway will be a public highway, it will be a criminal offence to allow a dog to defecate on it. As a public place, any incidents of dog-fouling may be reported to the Council. It is not known

what the arrangements are for the recreation field, but the parish council could be approached to have a look at installing a dog bin.

With regards to horse droppings, this isn't a criminal offence and there is no requirement for horse-riders to clear it away.

Parking - Public parking is not permitted within The Covert. We have concerns that dog walkers and building contractors will use The Covert as a public car park. Furthermore, if construction work is undertaken via The Covert, what consultation and consideration will there be for residents in terms of vehicular access, debris and mud deposited within The Covert and damage to block paving?

Officer comment: if access for construction vehicles is to be along The Covert a dilapidation survey will be carried out to ensure that should any damage be caused, it may be rectified to the original standard. There may be the opportunity to access the site across council owned land from the A1237. This possibility will be investigated.

Maintenance of The Covert - Who will be responsible for the maintenance of the block paving in The Covert when the bridleway is complete?

Officer comment: As the main use of The Covert will continue to be for private vehicular access, the maintenance of the block paving will remain the responsibility of whoever maintains it now. Use of The Covert by authorised users of the bridleway is very unlikely to cause any damage to the current block paved surface.

Public Liability - Who will be responsible in the event of accidents caused by users of the bridleway and/or residents of The Covert?

Officer comment: Any accidents caused by users of the bridleway and/or residents of The Covert will be a matter between the parties involved.

SECTION 1: CIA SUMMARY

Community Impact Assessment: Summary

1. Name of service, policy, function or criteria being assessed:

Public Rights of Way – Proposed improvements to the rights of way network in vicinity of Knapton

2. What are the main objectives or aims of the service/policy/function/criteria?

To make concurrent extinguishment and creation orders under sections 118 and 26 of the Highways Act 1980, to extinguish Public Footpath, Knapton No 2 and create a new bridleway linking Main Street, Knapton to the southern end of North Field Lane, utilising the current underpass to cross the A1237. The proposal will provide a safer crossing of the A1237 and will form the final stage of an off-road walking, riding and cycling route that will link Rufforth, Knapton, Acomb, Upper Poppleton and the Northfield Lane business parks

3. Name and Job Title of person completing assessment:

Alison Newbould – Rights of Way Officer

4. Have any impacts been Identified? (Yes/No)	Community of Identity affected:	Summary of impact:
Yes	Age; Carers of older and disabled people; Disability; Pregnancy and maternity	<p>The impact is considered to be positive/neutral. The creation of the new bridleway will create a safer and more accessible route linking Knapton with North Field Lane utilising the existing underpass to cross the A1237, rather than the current at grade crossing of the existing public footpath and/or the pedestrian refuge at the junction with Main Street and the A1237, to those Community of Identity groups affected. The proposal will:</p> <ul style="list-style-type: none"> • Create a new public bridleway with a permanent and more accessible surface than the existing public footpath which has a natural surface.

- | | | |
|--|--|---|
| | | <ul style="list-style-type: none"> • See a safer and more convenient crossing of the A1237 (underpass) than the current at grade crossings available making it more convenient for all users. |
|--|--|---|

5. Date CIA completed: 14/08/18

6. Signed off by:

7. I am satisfied that this service/policy/function has been successfully impact assessed.

Name:

Position:

Date:

8. Decision-making body:

Decision Session – Executive Member for Transport and Planning

Date:

13 September 2018

Decision Details:

Send the completed signed off document to ciasubmission@york.gov.uk It will be published on the intranet, as well as on the council website.

Actions arising from the Assessments will be logged on Verto and progress updates will be required

Community Impact Assessment (CIA)

Community Impact Assessment Title:

Public Rights of Way – Proposed improvements to the rights of way network in vicinity of Knapton

What evidence is available **to suggest that the proposed service, policy, function or criteria could have a negative (N), positive (P) or no (None) effect** on quality of life outcomes? (Refer to guidance for further details)

Can negative impacts be justified? **For example: improving community cohesion; complying with other legislation or enforcement duties; taking positive action to address imbalances or under-representation; needing to target a particular community or group e.g. older people.** NB. Lack of financial resources alone is NOT justification!

Community of Identity: Age

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
<p>Public rights of way officers, as an important part of their work, are required to be aware of the need for paths to be made as accessible as possible, having regard to the effect that their location and physical environment is likely to have on their potential use.</p> <p>Extensive consultation with the public and user groups including those representing older people and people with mobility problems (including wheelchair and</p>	<p>Access to Services; Health; Productive and valued activities; Individual, family and social life</p>	<p>Positive</p>	<p>Positive</p>

<p>buggy users) was carried out to inform the council's Draft Rights of Way Improvement Plan, a requirement of which was to have specific regard to the accessibility of local rights of way to blind or partially sighted persons and those with mobility problems. Responses showed that there is a significant demand for paths to be made more accessible.</p> <p>In this case, the planned creation of a new bridleway linking Knapton with North Fields Lane and Moor Lane bridleway, utilising an existing underpass, will provide a safer crossing of the A1237 than the existing public footpath (at grade) or use of the central pedestrian refuge at the junction with Main Street Knapton with the A1237.</p> <p>The dual surface of the new bridleway will be more commodious for all users of the path being level tarmac/crushed stone surface.</p>				
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
Positive: On completion the proposed new route will have a dual surface of tarmac adjacent to a level crushed stone surface. The new path will be a total of 4 metres wide and will utilise the current	N/A	None required	A Newbould	

<p>underpass to cross the A1237. In total the new bridleway will provide a more accessible route for all users from Knapton to North Fields Lane, than the current public footpath at grade crossing of the A1237 and the pedestrian refuge crossing at the junction of Main Street, Knapton with the A1237.</p> <p>Negative: None</p>				
---	--	--	--	--

Community of Identity: Carers of Older or Disabled People

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)	
As above.	Access to Services; Longevity; Health; Productive and valued activities; Individual, family and social life	Positive	Positive	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
<p>Positive: As above</p> <p>The proposed creation of the new bridleway would make the path more accessible to a wider range of users including Carers of Older or Disable</p>	N/A	None required	A Newbould	

People who may be accompanying other users of the path. Negative: None				
--	--	--	--	--

Community of Identity: Disability

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
As above		Access to Services; Health; Productive and valued activities; Individual, family and social life	Positive	Positive
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
Positive: The surface of the new path will be more commodious than the current footpath which is has a natural surface. The crossing of the A1237 will be safer and more accessible to all users. Negative: None	N/A	None required	A Newbould	

Community of Identity: Gender

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.		None required		

Community of Identity: Gender Reassignment

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.		None required		

Community of Identity: Marriage & Civil Partnership

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.		None required		

Community of Identity: Pregnancy / Maternity

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
As above		Access to Services; Health; Productive and valued activities; Individual, family and social life	Positive	Positive
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.	N/A	None required	A Newbould	

Community of Identity: Race

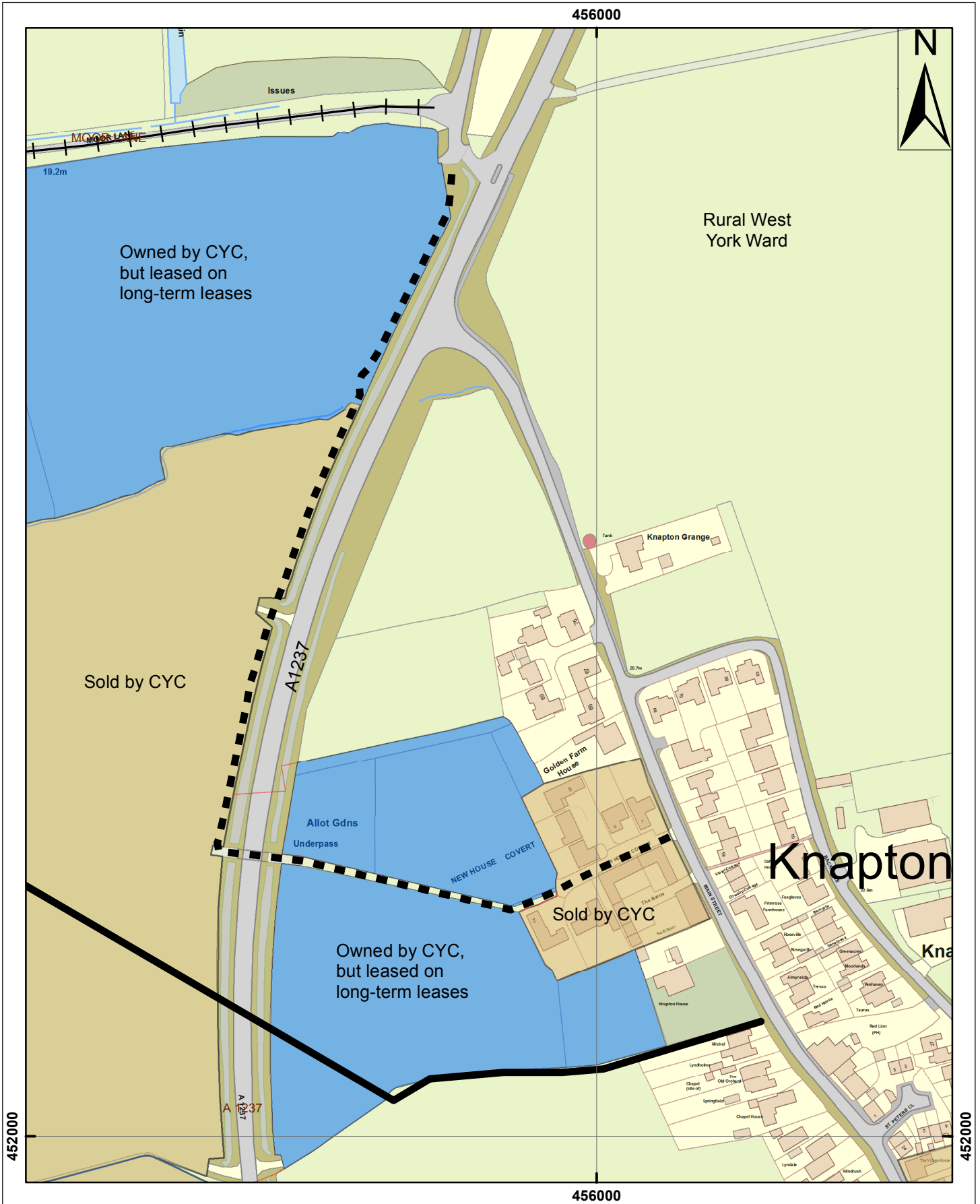
Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.		None required		

Community of Identity: Religion / Spirituality / Belief

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.		None required		

Community of Identity: Sexual Orientation

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.	N/A	None required		



West Offices, Station Rise, York,
YO1 6GA
Telephone: 01904 551550

Annex 5: Property Map

Scale 1:2,500

Drawn By:

Date:

Public Rights of Way

Reference:

Drawing No.

Contains Ordnance Survey data © Crown copyright and database right 2018

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**Decision Session – Executive Member for
Transport and Planning**

13 September 2018

Report of the Assistant Director, Transport, Highways
and Environment

Micklegate – Changes to Traffic Regulation Order**Summary**

1. To consider options for closing Micklegate Bar to Motor Vehicles.

Recommendations -

2. It is recommended that:
 - An experimental Traffic Regulation order (TRO) is introduced for a maximum of 18 months and that if variations during the experimental period are required the Assistant Director for Transport, Highways and Environment be given delegated authority to approve changes.

Reason: to determine the benefits of restricting motor vehicles in Micklegate, allowing the local community the opportunity to experience the changes before making representations and to enable any rapid variations to, including abandoning, the experiment.

3. It is recommended that:
 - Option 3 (see also Annex D) is approved as the initial starting point of the experimental TRO.

Reason: this option will have the least impact on the local community, is the least costly to implement and will have virtually no adverse impact on the historic street scene.

4. It is recommended that:
 - The consultation letter drop area be extended to the area shown on the plan in Annex A and temporary signs be put in place to advise drivers of the web address for information.

Reason: to encourage greater public participation in the consultation process for the experiment.

Background

5. A motion on the potential to close Micklegate Bar was debated at Full Council on 19 July. The objective identified was to reduce the impact of vehicular traffic on the historic bar. The Council resolved to:
 - To request Executive bring forward options for the closure of Micklegate Bar to outbound motorised vehicles at the earliest possible opportunity;
 - That in the short to medium term Executive gives consideration to full closure of the gateway to motorised vehicles.”
6. Interest has also been expressed by local businesses and Ward members on a number of occasions for measures to be taken to reduce through traffic along Micklegate. Specifically, the suggestions have been to prohibit outbound traffic at the Bar.
7. Although the Bar was closed for works last year with little adverse comment this could be due to acceptance for the need for a closure to allow the works to take place rather than support for a permanent closure.
8. Both outbound and full closures were in place during the works. The impact of the closure on traffic movements was monitored during the closure for the works.
9. There are currently approximately 4,300 trips through Micklegate Bar in a 12 hr period between 07:00 – 19:00. These are split roughly 60% : 40% inbound : outbound. Out of these 4,300 trips 25% of them are made by cyclists. As such, there are approximately 3,200 motor vehicle trips per 12 hour period through the bar.
10. The following motorised vehicle hourly traffic flows were observed in Micklegate under the current arrangement:

	Micklegate Bar Junction		Micklegate j/w George Hudson Street	
	AM	PM	AM	PM
Inbound to Micklegate	235	162	64	75
Outbound to Micklegate	81	127	136	142
Total	316	289	200	217

11. The surveys indicate that the level of motor vehicle traffic is relatively low on Micklegate.
12. It also suggests that significant levels of traffic use the Micklegate area as a “destination” given the drop traffic between Micklegate Bar and Micklegate / George Hudson Street under the current arrangement.

Full Closure

13. The following motorised vehicle hourly traffic flows were observed in Micklegate under the full closure arrangement

	Micklegate Bar Junction		Micklegate j/w George Hudson Street	
	AM	PM	AM	PM
Inbound to Micklegate	0	0	0	0
Outbound to Micklegate	0	0	29	43
Total	0	0	29	43

Inbound Only (Outbound Closure)

14. The following motorised vehicle hourly traffic flows were observed in Micklegate under the In Only arrangement

	Micklegate Bar Junction		Micklegate j/w George Hudson Street	
	AM	PM	AM	PM
Inbound to Micklegate	189	118	0	0
Outbound to Micklegate	0	0	115	105
Total	189	118	115	105

15. During both closure periods a road closure was in place for entering Micklegate at the junction of George Hudson Street / Micklegate. Hence why no inbound trips are seen on Micklegate in the figures at this junction.
16. Under both options traffic flows drop significantly on Micklegate. The outbound closure on Micklegate still results in a reduction of traffic down the hill towards Ouse Bridge by approx. 20% from the existing. This is likely due to drivers making “in” and “out” journeys by the same route.

17. Changes to traffic flow on the wider highway network are likely to occur due to the restrictions to motor vehicles at Micklegate Bar. Micklegate residents and business traffic will likely use alternative residential and minor roads to access the primary highway network once their option to use Micklegate Bar is restricted. However, these increases are likely to be small in size.
18. Inbound Only (Outbound Closure) – The impacts of the outbound closure of Micklegate Bar would see low levels of traffic redistributed onto alternative routes on the main highway network. Many of the redistributed trips will still use the Micklegate Bar junction but instead of coming from Micklegate will reroute using the Inner Ring Road. It is also likely that Bishopthorpe Road will see a small increase in trips as traffic uses Bishopthorpe Road itself, or Bishopthorpe Road / Scarcroft Road to travel round the city. Traffic is likely to reduce on Tower Street, Ouse Bridge and Blossom Street due to restrictions at Micklegate Bar.
19. It should be noted that significant work is planned on the Inner Ring Road at Queen Street over the next few years as part of the station frontage scheme. Changes to the traffic restrictions through Micklegate Bar could increase the traffic levels and potentially delays on the Inner Ring Road during the works.
20. Micklegate is an important cross town route for pedal cycles as it allows cyclists to avoid sections of the busy inner ring road, hence the options put forward allow for the continued use of Micklegate outbound by cyclists.
21. There are a number of ways to limit the use of the street outbound that will have varying impact on the local community. These are outlined in the options below. It is expected that there will be different views expressed from businesses, residents and residents of the wider local community who currently make use of Micklegate to access their properties in the streets off Micklegate. To enable residents and businesses to experience the options to better aid any representations that they may wish to make an Experimental Traffic Regulation Order (see consultation section below for more details) is consider appropriate.
22. It should be noted that although the volume of traffic exiting the city via Micklegate Bar can reasonably be expected to drop there is no scope to adjust the signal timings on the outbound lane due to it already being set at the minimum green time and this will continue to be needed to cater for cyclists. Hence there would be no increase in green time available to any of the other arms of the junction.

Consultation

23. The usual method of implementing a Traffic Regulation Order (TRO) is to advertise proposals for a period of three weeks to allow people opportunity to express their views on the proposals. If any objections are made they have to be considered and if overturned the TRO can then be implemented on a permanent basis.
24. A TRO can be introduced on an experimental basis for a maximum of 18 months. This method is typically used when there is a degree of uncertainty on the outcome of the proposal and the process allows for a rapid change to, or abandoning of, the proposals to try to overcome any difficulties experienced. By using this route, users of the street are able to fully experience the proposals and the effects it has on them that can then be used to better inform any representation they choose to make, either in favour of or against the measures. Before an Experimental TRO can be made permanent the scheme has to be in place for a minimum of 6 months unchanged and objections considered. Hence, no changes other than ending the experiment can be made after 12 months of operation.
25. Normally we would add to the consultation requirements of the TRO process by delivering letters to the properties immediately adjacent to the proposals. However in this case it is suggested that the letter drop be extended to cover the side streets (see Annex A). In addition temporary signs be put in place with a web page address to inform drivers of the experiment and how to make representation.

Options

26. Option 1 – introduce a plug No entry except for pedal cycles restriction at the George Hudson street junction. This would have the effect of removing through traffic from the Ouse Bridge direction but retain a two way flow within the street and Micklegate Bar. This has the benefit of requiring virtually no regulatory signing which reduces costs and the visual impact on the historic street scene. See plan in Annex B and indication of signing works required.
27. Option 2 – as above, but also install a prohibition at the Bar that allows cycles through to the traffic lights but forces motor vehicles to exit the area via Bar Lane/Toft Green or via Priory Street. See plan in Annex C and indication of signing works required.
28. Option 3 – introduce a plug No entry except for pedal cycles restriction at the Micklegate Bar only. This would permit access to Micklegate from the George Hudson street junction which would address concerns about

access raised by some residents and businesses during the closure for the works. See plan in Annex D.

29. Option 4 – take no action. This is not a recommended option.

Discussion

30. It is suggested that if approved to take forward as an Experimental TRO Option 3 should be the starting point.
31. Depending on how the Experimental TRO progresses there may be other options or variations that might be considered viable. If changes to the Experimental TRO are thought desirable these can be discussed between Officers and the Executive Member for Transport and an amendment made to the Experimental TRO and measures on street.

Council Plan

32. The above proposal contributes to the City Council's draft Council Plan of:
- A prosperous city for all,
 - A council that listens to residents

Implications

33. This report has the following implications:

Financial – None at this stage.

Human Resources – None.

Equalities – None.

Legal – None.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management – None

Contact Details

Authors:

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Traffic Team Leader
Dept. Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Approved: ✓

Date: 27/7/2018

Specialist Implications Officer(s)

None.

Wards Affected: Micklegate

All

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Plan of extended consultation letter drop area

Annex B Plan showing Option 1 and photos of where signing works needed

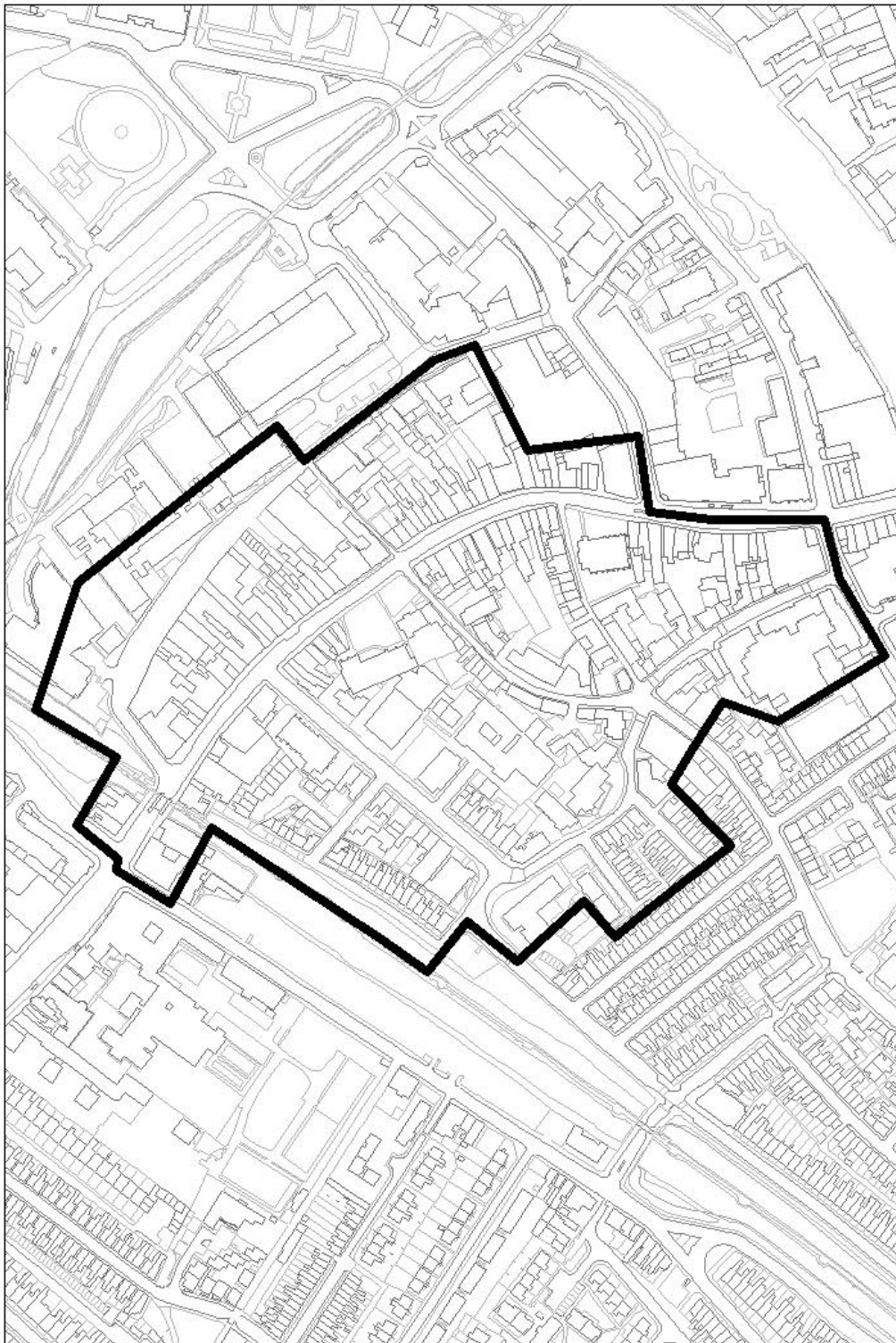
Annex C Plan showing Option 2 and photos of where signing works needed

Annex D Plan showing Option 3 and photos of where signing works needed

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Annex A

Plan of extended consultation letter drop area

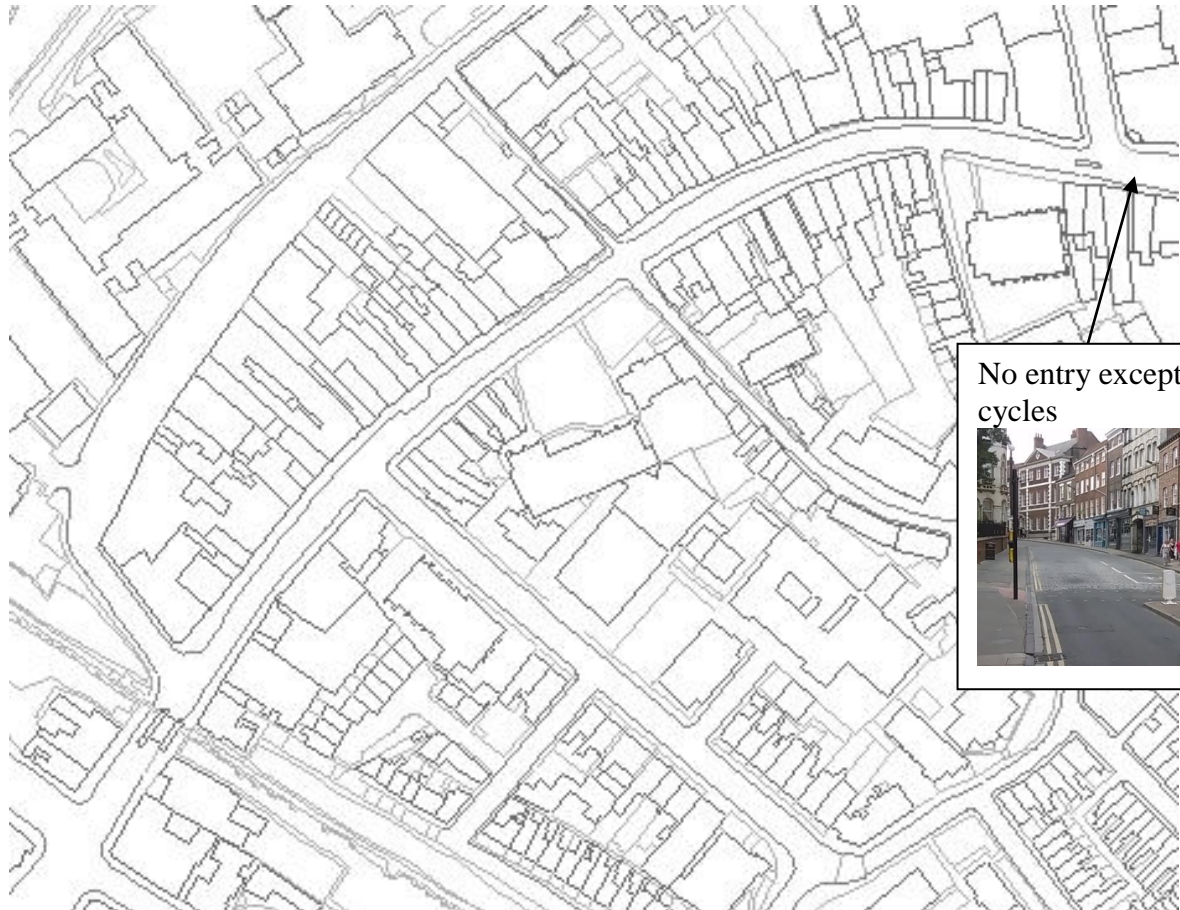


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Annex B

Plan showing Option 1 and photos of where signing works needed

Plug No Entry at the George Hudson Street Junction



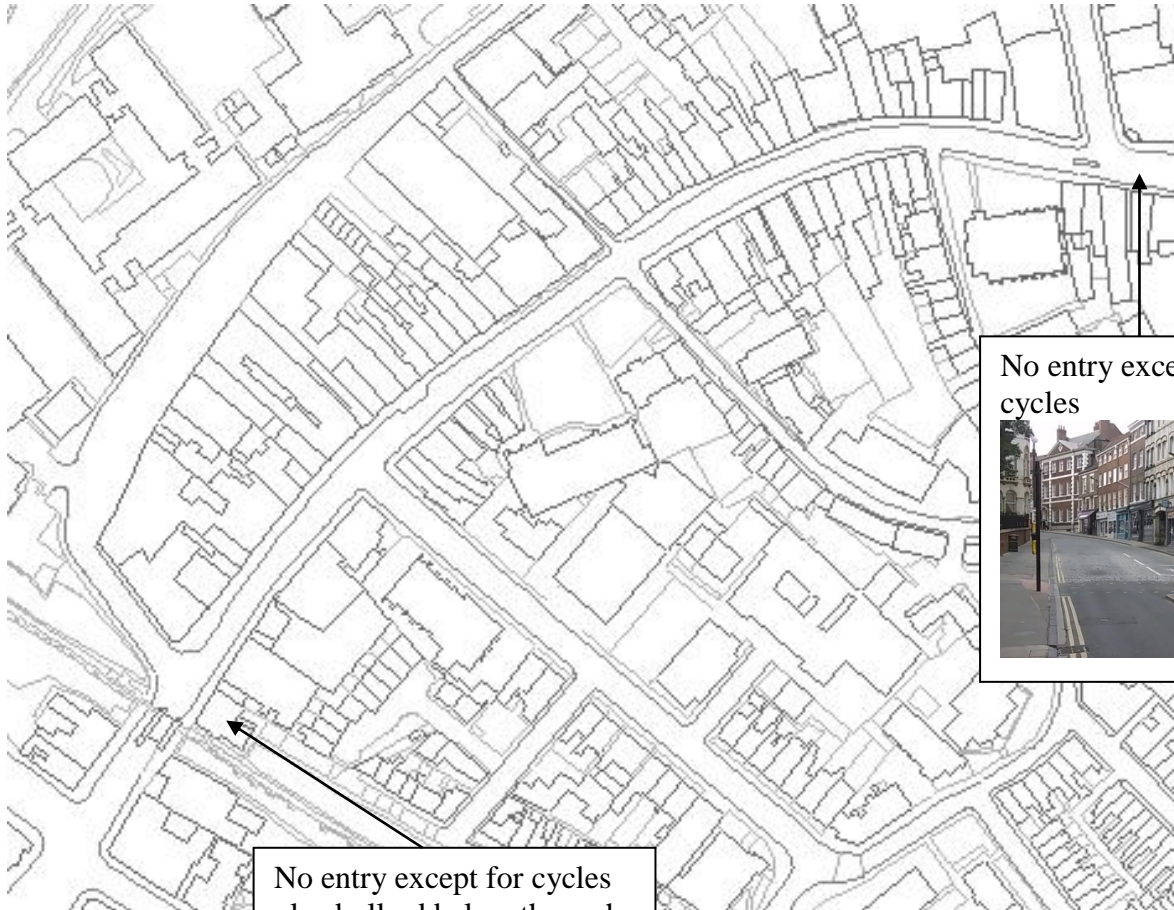
No entry except for pedal cycles



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Plan showing Option 2 and photos of where signing works needed

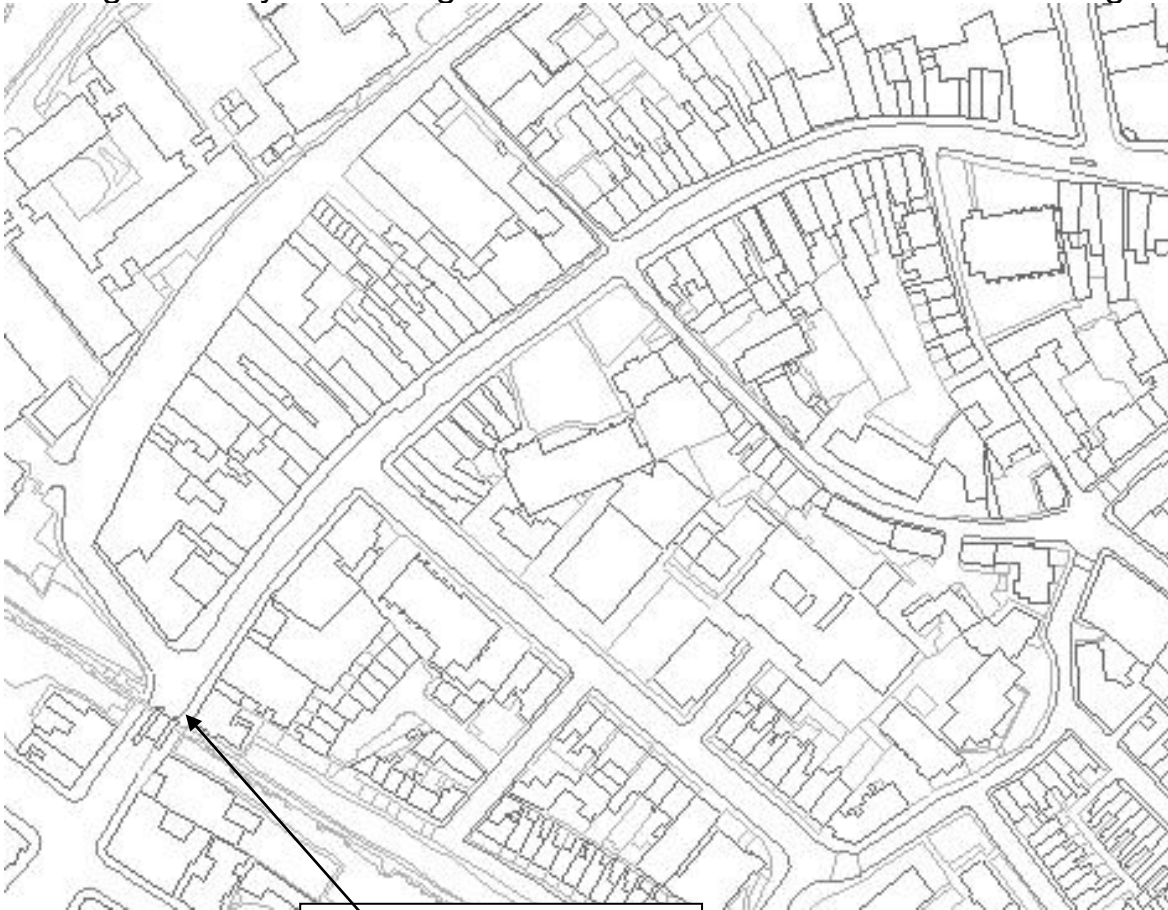
Plug No Entry at George Hudson Street and Bar Closed to Motor Vehicles



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Plan showing Option 3 and photos of where signing works needed

Plug No Entry at Micklegate Bar Closed to Motor Vehicles Exiting the City



No entry except for cycles
plus bollard below the arch



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